

# THE RIO NEWS.

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RIO DE JANEIRO, FEBRUARY 21ST, 1899.

NUMBER 8

## WILSON, SONS & CO. (LIMITED)

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Subscribed Capital..... 2,750,000

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## Travellers' Directory.

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Numerous steamers weekly for Santos, connecting with the São Paulo Railway.

## Cachamba and Lambaré:

Central Railway (São Paulo express) to Cruzeiro, then by Minas and Rio de Janeiro.

Juiz de Fora, Barbacena, Ouro Preto, etc.

Through express trains leave Central station daily at 5 a. m. and 7 p. m. Connects with all branches along the main line (Linha do Centro) of that railway. Intermediate trains leave at 7 a. m. and 4 p. m.—the first running through to Barbacena, and the second to Entre Rios.

## Bello Horizonte:

Trains leave station of General Carneiro, on main line of Central railway, at 221 p. m. and 1149 a. m.—the latter a mixed train.

## Petropolis:

Barea leaves the Prainha pier at 6.30 and 8.50 a.m. (Sundays and holidays 7.00 a.m.) for Mand pier to connect with railway to Petropolis and beyond; also at 4 p. m. for Petropolis, Sundays and holidays excepted, by all land route passengers leave Central Railway station by suburban trains at 4.30 p. m. daily, and at 4.10 p. m. on Mondays. Excursion train leaves Marly on Saturdays at 2.15 p. m. (Barea leaves Rio at 2.30 p. m.) and returning leaves Petropolis at 6.40 a. m.

Returning from Petropolis, the all land route trains leave at 6 a.m. Sundays and holidays, included, for S. Francisco Xavier station, where transfer is made to suburban train on Central Railway (additional fare 400 reis). The Barea train leaves Petropolis at 6 and 7.30 a. m. (except on Sundays and holidays) and 4.10 p. m. for Mand pier and Barea for Prainha.

On Sundays and holidays the Barea train leaves Petropolis at 4.05 p. m.

## Nova Friburgo:

Barea leaves the Praça das Marinhãs at 5.30 a.m. daily and at 2.30 p.m. on Saturdays, to connect with the Leopoldina Railway at Sant' Anna de Marly. Returning, trains leave Nova Friburgo at 2.37 p.m. daily, and at 6.00 p.m. on Mondays. Excursion train leaves Marly on Saturdays at 2.15 p. m. (Barea leaves Rio at 2.30 p. m.) and returning leaves Friburgo at 6.40 a. m.

## Corcovado:

Regular trains, week days, leave 51, Rua Cosme Velho, Laranjeiras, at 8 a.m. and 2 and 5.30 p.m., returning leave the summit at 7.30 and 9.30 a.m. and 1, 4.30 and 7 p.m. On Sundays and holidays, the hours are: ascending 6.30, 8.30 and 11 a.m., 1.30, 3.30, 5.30 and 8 p.m.; descending 8.30, 10.30, 11.30 a.m., 1.05, 2.35, 4.05, 5.45 and 8 p.m. Each train gives the excursionist half an hour on the summit.

## Official Directory

U. S. LEGATION.—Petropolis, CHARLES PAGE BRYAN, Minister.

BRITISH LEGATION.—No. 1, Rua Visconde de Ita Borahy (opposite Custom House). Petropolis, EDMUND C. H. PHIPPS, Minister.

AMERICAN CONSULATE GENERAL.—No. 99, Rua 1, 1º de Março. EUGENE SEEGER, Consul General.

BRITISH CONSULATE GENERAL.—No. 1, Rua Visconde de Itaboraiti (opposite Custom House). WILLIAM G. WAGSTAFF, Consul General.

## Church Directory

CHURCH OF ENGLAND.—Until further notice the Church will be closed for repairs. The services will be held every Sunday at 10 o'clock in the morning in the hall of the Young Men's Christian Association Rua da Quitanda Baptists and Marriages at times, to be arranged with the Chaplain.

IRVINE CRAWSHAW, M.A., British Chaplain.

IGREJA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquin, No. 175—Divine service in Portuguese on Sundays. Prayer meeting at 10 a.m.; Worship at 11 a.m.; Biblical class to study the Holy Scriptures, at 5 afternoon. Gospel preaching at 6½ p.m. on Wednesdays. Biblical study and preaching at 7 p.m.

JOAO M. G. DOS SANTOS, Pastor. METHODIST EPISCOPAL CHURCH.—Largo do Catete. English services at 12 a.m. Sundays. Prayer meeting service Thursday, 7.30 p.m. Portuguese services at 10 a.m. and 7 p.m. Sundays; 7 p.m. Wednesdays.—E. A. TILLY, Pastor. Sunday school 11 a.m. at Fabris, Catete. Sundays 11 a.m. and 4 p.m. Rev. FRANKLIN WIEDREHEKER.

PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese every Sunday at 11 a.m. and 7 p.m., and at 7 p.m. Thursdays.

Residence: Rua Petropolis, 35. ALVARO E. DOS REIS, Pastor.

BAPTIST CHURCH.—No. 45, Rua de Sant' Anna. Services in Portuguese every Sunday at 11 a.m. and 7 p.m., and every Wednesday at 7 p.m.

W. B. HAGBY, D. D. Pastors.

CHAS. B. MACCARTHY, Pastors.

Caixa 352. IGREJA PRESBYTERIANA DO RIACHUELO.—No. 34, Rua d'Anna Nery, Estação do Riachuelo. Services, Sundays 11 a.m. and 7 p.m.; Wednesdays 7 p.m. FRANKLIN H. NAKUMENTO, Pastor. Primary school in the church building.

## Professional Directory

J. Dias Ribeiro, M. D., Ex-assistant to Professors Bartholow and Da Costa of Philadelphia, and Dr. Rew of New York. Residence: Rua Senador Dantas 44 A.

Dr. William Frederich Eichenlohr, German Physician. Office: 78, Rua General Camara. Consulting hours from 12 to 3 p.m.

Dr. Brisassy, Surgeon, graduate of the Faculty of Paris. Specialist in diseases of females, urinary passages. Radical cure of hernias, hemorrhoids, tumors, surgical diseases of the bones, and surgical operations. Consultations from 1 to 5 p.m., Rua da Quitanda, No. 42.

## Miscellaneous.

AMERICAN BIBLE SOCIETY'S AGENCY.—No. 20, Rua d' Ajuda.—H. C. TUCKER, Agent.

BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro, No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages.

JOAO M. G. DOS SANTOS, Agent. BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—31, Rua Gonçalves Dias.—Open from noon to 6 p.m.—For terms, apply to Librarian.

RIO SEAMEN'S MISSION.—Rest and Reading Room 10, Rua Camerino (formerly Imperatriz), 3rd floor; W. J. Lumby, Missioner. Gifts of books, magazines, papers, etc., also of left-off clothing will be gratefully received at the Mission, or at No. 27, Candelaria.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—No. 39, Rua da Quitanda, 2nd floor. Rooms open from 8 a.m. to 10 o'clock p.m. Secretary's office hours from noon to 10 o'clock p.m. Nicolau A. Rodrigues, President. Myron A. Clark, General Secretary, B. A. W. Sloan, Hon. Treasurer.

## WEST COAST ITEMS.

—The well-known Chilean statesman Ambrosio Montt died on the 19th inst.

—The Chilean congress has passed an act empowering the president to pay, during a period of six years, a bounty of two cents per kilogramme on raw beet sugar produced in the country.

—Mr. Ernest Laing of the British consulate in Buenos Aires has been appointed British vice-consul at Valparaiso. Before taking up his appointment he is going to England to pass an examination.

—A telegram from Santiago on the 14th inst. says that General Kornier and his staff have proposed to the minister of foreign affairs of Bolivia to study a plan by which Chile could intervene in the civil war going on in Bolivia.

—News from Bolivia state that the Indians have captured the Corocoro mines and have butchered the Chileans located there. There is much talk in Chile of intervention in the civil war in Bolivia for the purpose of punishing the Indians.

—The act of congress authorising the coinage, in all, of ten millions of dollars in fractional currency, of five tenths fine, has been promulgated. As a protection against foreign counterfeiters the importation of divisional currency of less than \$35,000 fine is prohibited by the act just referred to.—*Chilian Times*.—The government has ordered the foundation of a colony of Chileans returning from the Argentine republic, at a spot called Quintrilpo, between Lantaro and Temuco. The land set apart for this purpose comprises an area of 5,000 hectares, and it is proposed to give a grant of 40 hectares to each father of a family, and 20 hectares additional for each son over sixteen years of age.—*Chilian Times*.—Apropos of railway extension in the extreme south, a visitor from 'Phierio Montt informs us that the people of that part of the republic, whilst desirous of being placed in railway communication with the rest of the republic, feel somewhat anxious lest improved facilities of transport should be the means of attracting to Puerto Montt an undesirable class of visitors. In that part of the republic there are, at present, no bars to the windows of the houses and people retire to rest without locking their doors, but the prolongation of the railway to Puerto Montt, they fear, will change all this.—*Chilian Times*.—At the sitting of the chamber of deputies on the 28th ult. the minister of finance, in reply to a question respecting the state of the national finances, made an important statement. He said that the liabilities of the government falling due in Europe in the second fortnight of June amounted to £720,000. To meet these liabilities the government had already in Europe close upon £400,000, and with the bills for nitrate duties to be received up to the first mail in May the sum will be increased to £800,000, or nearly £100,000 in excess of the liabilities falling due in the second half of June.—*Chilian Times*, Febr. 1.

## RIVER PLATE ITEMS.

—The *Prensa* of the 13th inst. has a strong article attacking the Argentine consul in Pará, accusing him of raising obstacles to the introduction of Argentine cattle in that state.

—A telegram of the 14th says that the sanitary authorities at Buenos Aires have imposed 48 hours quarantine observation on arrivals from Rio de Janeiro and Santos, and 24 hours on arrivals from all other Brazilian ports.

—The Belgian papers say that judicial action is to be taken against a local syndicate formed for the purpose of constructing a railway in the Argentine republic. Some twelve millions of francs are said to have been misappropriated by the board.

—A telegram from Buenos Aires published here yesterday says that the number of children attending primary school through the whole of the republic during 1898 was 401,000, showing an increase of 33,600 over the attendance of the previous year.

—Mr. E. Nordenskjöld, who has arrived out here, is a son of the known explorer, and goes to Patagonia on a scientific expedition. He is an ardent zoologist, and he will probably go through Tierra del Fuego with Dr. Borge, making collections for the Swedish museums.—*Times*, Buenos Aires.—It is reported that an attempt is about to be made to provide the ladies of the Belgrano Anglican church choir with surplices and college caps as customary in many of the churches in England. This will, if carried out, be the first time we believe that the fair sex appear in surplices in any Anglican church of the River Plate and certainly the innovation might be extended to the various other choirs.—*Times*, Buenos Aires.—Among the passengers from England by the 'Orissa' is Mr. Phillips, who took a petition from the Welsh colonists of Chubut. The petition did not ask for a protectorate, but for protection, by assisting them in obtaining from the Argentine government what they have asked from General Roca in the address which we publish in another column. Mr. Phillips is satisfied with the result of his mission.—*Times*, Buenos Aires, Febr. 9th.—Messrs. Edward Holmber and A. Quiroga have just returned to Tucumán after an interesting expedition to the Calchaquies where they have been making scientific investigations for the last few weeks and which have given some satisfactory results. The two travellers have gone up the valleys for the distance of two hundred and sixty leagues and have brought back numerous interesting relics of the old Indian customs. The travellers will shortly come down to this city and report on their journey to the Argentine Geographical Institute.—*Times*, Buenos Aires, Febr. 9.—A rapid telegram from Buenos Aires, on the 14th, said that there were persistent rumors of a revolution in the province of Buenos Aires. From what we know of the province and from what we have recently read in an able article of the *Southern Cross* of the 3rd, there is absolutely no fear of such an outbreak. No good could come of it in any case. A good vigilance committee amongst the Portefios that would serve the local infelicitary official criminals as was done in California in 1851 and 1857 with unofficial criminals would be more effective, but they remember Caracraña.—A provincial contemporary says that considerable interest has been evinced by landed proprietors in the province of Tucumán in a comparatively new industry for this country, namely the cultivation of rice on a large scale. Some large tracts of land have been laid out for growing rice and if we are to believe all the glowing reports that the north country papers give us, rice growing will soon be on a par of strength with the natural products of Tucumán, the sugar cane and tobacco. The rice plants are in excellent condition and a large crop for a trial is expected before many more weeks have passed, so that it is quite possible that Argentine rice will soon be a recognised product on the market. The country and the climate are suitable to the growing of rice and there is no reason why there should not be a very good business in it.—*Times*, Buenos Aires.

## NAVAL CAPTAIN HENRY SINCLAIR.

There was a jolly gathering at the Progreso Club last evening on the occasion of the banquet given to Captain Sinclair in commemoration of the naval battle of Juncal, the 72nd anniversary of which came round yesterday, the guest of the evening, now ninety-four years of age, being the only known survivor of that event.

Captain Sinclair is an American, although he has served under the Argentine flag for nearly three quarters of a century. He was born in New York on the 9th of February 1805, and, after serving some years in the American merchant service, he entered the Argentine navy, at that time consisting of only a few small vessels, on New Year's Day 1827.

Captain Sinclair resides at Punta Chica near the Tigre, and is well known in the northern suburbs. He took part in the battles against the Brazilian fleet on January 13th 1827 and on Feb. 8 and 9 in the battle in the river Uruguay, known as the battle of Juncal, in which Admiral Brown, with five schooners and eight launches defeated the Brazilian squadron of 19 vessels under Admiral Saenz Pereira, who was taken prisoner. Capt. Sinclair took part, also, in the other naval engagements of 1827 and 1838, and he was actively employed in the navy from 1830 to 1882, he being a close companion of the Argentine Admiral Brown.—*Times*, Buenos Aires, February 9.—In Brazil and other parts of South America the natives know and fear a certain condition of the air, which they call «suicide wind.» It is not a superstition, but an actual condition of the atmosphere which seems to drive the people to madness, and during its continuance self-inflicted deaths are numerous. Criminologists and scientists all over the world are interested in this peculiar atmospheric influence, which is indicated by a soft, moist, warm air, that settles heavily on the earth. The climatic condition known as the «suicide wind» is greatly dreaded in that part of the country. Statistics prove that suicides and other crimes occur together, or in waves as they are described.—*Pearson's Weekly*.

An exchange says that «Old Moore» has provided rather more than the usual crop of horrors for 1899, March is going to «overtop the balance» of the year for strange events. In April the pulse of London is said to be palpitate; in May there will be bad news for the royal household; in June the London country council is going to prove «pachydermously obstinate»; in July the nation will be «stirred to its deepest depths.» In August death will be busy; while in December the Christmas bells will be muffled in sorrow. There is to be a general election in consequence of the resignation of a most prominent minister of the British cabinet, and the first few months of the year, to say nothing of the others, are going to give us crises in Germany, America, and South Africa, together with a revolution in France. After this strikes, bank-rumpies, and riots are comparatively tame.

**Banks.**

**LONDON AND BRAZILIAN BANK, LIMITED.**

Capital ..... £ 1,500,000  
Capital paid up ..... " 750,000  
Reserve fund ..... " 600,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO  
10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

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PERNAMBUCO, BAHIA, SANTOS, SAO PAULO,  
CAMPINAS, RIO GRANDE DO SUL,  
PELOTAS, PORTO ALEGRE, MONTEVIDEO,  
BUENOS AYRES, ROSARIO DE SANTA FE, AND  
NEW YORK.

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON.  
Messrs. Mallet Frères & Co., PARIS.  
Messrs. Schröder & Co., J. H. Schröder & Co.,  
HAMBURG.  
Messrs. Joh. Berenberg, Gossler & Co.,  
HAMBURG.  
Messrs. Granet Brown & Co., GENOA.

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Established in Hamburg on 16th December,  
1887 by the Direction der Disconto Gesellschaft in  
Berlin and the Norddeutsche Bank in Ham-  
burg, Hamburg.

Capital. . . . 10,000,000 Marks.

BRANCH OFFICE IN RIO DE JANEIRO.  
(Caixa 108.)

Branch-offices in São Paulo and Santos  
(Caixa 500.) (Caixa 185.)

Draws on:

Germany..... Direction der Disconto Gesellschaft, Berlin  
Norddeutsche Bank in  
Hamburg, Hamburg  
M. A. von Rothschild  
Söhne, Frankfurt a. M.  
and corres-  
pondents.  
England..... N. M. Rothschild & Sons, London  
Bancassurance and Liverpool  
District Banking Company Limited,  
London.  
Union Bank of London, Limited,  
London.  
Wm. Brandt & Sons & Co., London.  
France..... Crédit Lyonnais, Paris and branches.  
Heine & Co., Paris.  
Comptoir National d'Escompte de  
Paris, Paris.  
Lazard Frères & Co., Paris.  
De Neuville & Co., Paris.  
Portugal..... Banco Lisbon & Açores and orres-  
pondents.  
and any other countries.  
Opens accounts current.  
Pays interest on deposits for a certain time.  
Executes orders for purchases and sales of stocks,  
shares, etc., and transacts every description of bank-  
ing business.

Petersen-Thiel,  
Directors.

**THE LONDON AND RIVER PLATE BANK, LIMITED.**

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy.

Rio de Janeiro:

No. 21, Rua da Alfandega.

Authorized by Decree No. 591, of 17th October, 1893.

Subscribed capital. . . . £ 1,500,000  
Realized do . . . . " 900,000  
Reserve fund . . . . " 1,000,000

**BRANCHES:**

Paris, 16, rue Halévy, Pernambuco, Pará, Buenos  
Aires, Montevideo, Rosario, Montevideo and Paysandú.

DRAWN ON:-

London and County Banking Co., Ltd.—LONDON.  
Banque de Paris et des Pays liés.—PARIS.  
Banco de Portugal and agencies.—PORTUGAL.  
And on all the chief cities of Europe.  
Also on:-  
Brown Brothers & Co.—NEW YORK.  
First National Bank of Chicago.—CHICAGO.

**THE BRITISH BANK OF SOUTH AMERICA, LIMITED.**

HEAD OFFICE: 2 A, MOORCATE ST.  
LONDON E. C.

Capital ..... £ 1,000,000  
Idem paid up ..... " 800,000  
Reserve fund ..... " 300,000

Office in Rio de Janeiro:

31 A, Rua 1° de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARA, MONTEVIDEO  
BUENOS AIRES AND ROSARIO.

Agencies at Pernambuco, Ceará, Maranhão and  
Rio Grande do Sul.

Draws on its Head Office in London:

The London Joint Stock Bank, Limited,

Messrs. Heine & Co.,

LONDON.

Messrs. J. Berenberg Gossler & Co.,

PARIS.

and correspondents in Germany.

Messrs. Roettli & Co.,

and correspondents in ITALY.

The Bank of New York, N. B. A.,

NEW YORK.

Receives deposits at notice or for fixed periods and  
transacts every description of banking business.

**BANQUE FRANÇAISE DU BRÉSIL.**

AUTHORIZED BY

Decree No. 2,432 of 2nd January, 1897.

CAPITAL: Frs. 10,000,000 (Ten million francs).

HEAD OFFICE:

9, RUE LAFFITTE, Paris.

Branch Office in Rio de Janeiro:

78, Rua da Quitanda

P. O. B. 58.

Branches at S. Paulo and Santos.

Draws on:

Paris and France { Head Office,  
Comptoir National d'Escompte de Pa-  
ris, and agencies.  
Société Générale pour favoriser le dé-  
veloppement du Commerce et de  
l'Industrie en France, and agencies  
Heine & Co., Paris.  
Lazard Frères & Co., Paris.  
Périer Mercet & Co., Paris.  
LONDON { Union Bank of London, Limited.  
London Joint Stock Bank, Limited.  
Par's Bank, Limited.  
Lazard Frères & Co.,  
J. Henry Schroeder & Co.  
Kleinwort & Sons.  
A. Rüffer & Sons.  
GERMANY { Direction der Disconto Gesellschaft,  
Deutsche Bank, Berlin, and branches  
Dresdner Bank, Dresden, and branches.  
Schroeder Gebeliger & Co. Hamburg.  
Conrad Hirsch Donner, Hamburg.  
Norddeutsche Bank, Hamburg.  
L. Behrens & Sohn, Hamburg.  
Correspondents in all chief cities.  
PORTUGAL { J. M. Fernandes Guimarães & Co.  
and their correspondents.  
Banco Commercial de Lisboa, Lisbon.  
ITALY { Banco Commerciale Italiana, Genova  
Milan, Turin.

AND ANY OTHER COUNTRY

Opens accounts-current.

Pays interest for a certain time; executes orders for  
purchases and sales of stocks, shares, etc. and trans-  
acts every description of banking business.

Henri Joly.

Manager.

**Nectandra Amara Pills.**

These wonderful pills, so useful and  
beneficial in all affections of the stomach  
and intestines, are obtainable in all places  
where a post-office exists; the manufactur-  
er will forward by registered mail and to  
any given address, if accompanied by  
money: 1 box for £3.00, 4 dozen boxes for  
125.00 and One dozen boxes for 20.00.

Address: JOAQUIM BUENO DE MI-  
RANDA, No. 74, Rua de S. Pedro, 1st floor  
Rio de Janeiro.

**BANCO DA REPUBLICA DO BRAZIL**

Realized Capital. . Rs. 110.150.200\$000

N. B. This capital to be

reduced to Rs. 100.000.000\$ in accordance with  
the Government's Decree of 8th May 1897.

Reserve Fund. . . . Rs. 19.537.044\$811

Profits in suspense . Rs. 9.075.823\$568  
on 30th June 1898.

OFFICE IN RIO DE JANEIRO

9, Rua da Alfandega.

Agencies at Pará, Maranhão, Ceará, Pernambuco  
Bahia, Victoria, Santos, S. Paulo, Desterro  
Rio Grande do Sul, Porto Alegre, Pelotas.

Draws on:

Messrs. N. M. Rothschild & Sons,  
London & County Banking Co. Ltd.  
Messrs. Harring Brothers & Co. Ltd.

LONDON.

Messrs. Hottinguer & Co.

Comptoir National d'Escompte de Paris.

PARIS.

Commerz und Diskonto Bank in Hamburg.

HAMBURG.

Banco de Portugal

LISBON.

Opens accounts current;

Pays interest on Deposits for fixed periods.  
Executes orders for purchases and sales of  
stocks, shares, etc., and transacts every  
description of banking business.

**A COMING DILEMMA.**

Old ninety-eight is nearly past,  
And ninety-nine is coming fast;  
And soon our poets will be found  
All writhing madly on the ground;  
For ninety-nine, like ninety-eight,  
A twelvemonth hence must meet its fate;  
And then our poets will be caught  
At finding rhymes for « naughty-naught. »  
Not that the rhymes are very rare—  
They can be found 'most anywhere.  
But how can one refer with pride,  
In lofty rhythm and dignified,  
In periods full of sentiment  
Of nobler sort, from Heaven sent,  
When in the end slap-bang they're brought  
Against a term like « naughty-naught »?  
And after « naughty-naught » is done,  
Good luck! then comes the « naughty-one! »  
—Harper's Magazine for December.

And then, as though our years must run  
in ways that make of time a pun,  
The following one, by all that's true!  
Keeps up the game—it's naughty, too!

—Rio News.

**UNCLE ABNER'S RECOLLECTIONS.**

FIRST IMPRESSIONS OF RIO.

When I arrived here, continued Uncle  
Abner, Rio was still in that peculiar  
transformation stage caused by the in-  
troduction of tramways, or street railways  
as we used to call them in the States.  
The Botanical Garden line had been in  
operation for some time, and had been  
followed by the S. Christovão line, and  
the people might reasonably be supposed  
to have become accustomed to them, but  
old habits and prejudices change slowly,  
you know. There was more in it than  
a change from the old *andorinha* to the  
tram-car; it involved a very considerable  
change in social habits and customs as  
well. And those who know the tenacity  
with which the Spanish and Portuguese  
people cling to their antiquated customs  
and prejudices do not require to be told  
that the changes forced upon the people  
of this city by the tramway came very  
slowly.

In earlier times, it was not customary  
for ladies to go out alone. Even yet  
you may find survivals of the old custom  
which makes it necessary for a mas-  
culine member of the household to at-  
tend a lady whenever she appears in the  
street. And I can tell you of families  
where to-day the young ladies, both mar-  
ried and single, never think of crossing  
the street without having a servant in  
attendance. It is not timidity; it is the  
inherited prejudices and habits of un-  
numbered generations—the prejudices  
and habits of the Moors who kept the  
female members of their households shut  
up by themselves, and of the Christians  
who boasted of their chivalry in one  
breath and then either insulted or car-  
ried off an unprotected female in the  
next! There was a time in the social

history of this country when women  
were kept rigorously secluded, even to  
the extreme of being shut up in convents  
when their lords and masters went  
abroad. The old convent at the corner  
of Ruas S. José and Ourives was once  
used for that purpose. And up to the  
time of the opening of tram lines in this  
city, shop-keepers were accustomed to  
send goods to private residences for  
selection, and ladies rarely went out  
except in carriages, or when attended by  
father, husband or brother.

When the tram-car appeared in 1868  
there was at first a slight hesitation  
about its use. It was called the « *cacca*  
de leite » by some because the tram mules  
carried bells, after the manner of the  
milch cows driven about the streets, and  
it was also called a « bond » in allusion  
to the new foreign word just coming  
into vogue through the floating of the  
1868 loan. Absurd as it is, the latter  
name adhered, and the tram-car is popu-  
larly known as a « bond. » As old resi-  
dents well remember the first tram-line  
opened in this city was the section of  
the Botanical Garden line running from  
the Ovidor to the Largo do Machado.  
In a short time it became extremely  
popular. Everybody wanted to ride.  
And as the trams were kept clean, and  
their seats were accessible and comfort-  
able, it was natural that the ladies  
should wish to enjoy them also. Then,  
in time, as foreign ladies were accus-  
tomed to go about in them by them-  
selves, making calls, shopping or sight-  
seeing, the Brazilian ladies began to follow  
their example. Little by little they  
broke through the old prejudices which  
had secluded them in their own houses,  
and as no unpleasant results followed  
they began to come into the city for  
shopping purposes. The custom of send-  
ing goods to their residences quickly  
disappeared, and the need of masculine  
attendants when going out by day soon  
fell into disuse, except among some of  
the old conservative families. So, you  
see, the tramway has been exercising a  
powerful influence among us for the  
emancipation of women!

My first ride on a Rio tram-car was a  
novel experience, like many others of  
my first day ashore. I had seen a few  
open trams with transverse seats in  
New York, but they had no roofs, and  
were used only in fine summer weather.  
A covered tram-car open all around, and  
with transverse seats, was therefore a  
novelty, and a pleasing one. The little  
mules also won my fancy, small as they  
seemed for the work they had to do, for  
they were fat and well-groomed, active  
and intelligent. They seemed to me to  
be the ideal animals for tramway service,  
but I afterwards learned that the mules  
of other companies were not altogether  
like these, and that the manager of the  
line took special care in their selection,  
training and treatment. I found that  
they were not only well cared for, but  
that Mr. Greenough would not allow  
them to be over-worked nor ill-treated.  
The drivers were not permitted to carry  
whips, nor to beat them, and the stable-  
boys were required to treat them kindly.  
The result was an object lesson for  
tram companies the world round, for  
the animals were sleek and docile, and  
it can not be doubted that they render-  
ed as profitable a service as animals less  
cared for. Mr. Greenough was a shrewd  
American who knew perfectly well when  
his bread had no butter on it, and aside  
from the humane feelings which in-  
fluenced his action, he knew also how  
to extract a large profit from this en-  
terprise. And the secret of his success,  
in my opinion, was his thorough knowl-  
edge of detail and the scrupulous care  
which he exercised in keeping the prop-  
erty in first-class order. He knew  
that he could get more and better work  
from well fed animals, and he knew like-  
wise that there was economy in keeping  
his lines in good condition and his roll-  
ing stock in thorough repair. In those  
days the tram-cars never went out on  
the lines with loose chains, or broken  
bolts, or unserviceable brakes. Every  
thing was kept in perfect order, and the  
result was that no traveller ever visited  
Rio without expressing surprise and

admiration for the Botanical Garden tramway. It was owned and managed by an American company, but its employees were Brazilians and to their city was given the credit of having the best managed tramway line in the world.

I remember that in passing through the Largo da Carioca, my attention was attracted by the classical face of the old reservoir, with its long row of bright brass water taps and the crowds of servants drawing water, or awaiting their turn. There was no street nor house distribution then, and servants had to come from long distances to draw water from the public taps. Water was also carried about in huge casks mounted on two-wheeled carts, the wheels of which were marvels in size and weight. You may still see a few of these carts about Rio, for they are solid and indestructible enough to last forever.

Beyond the reservoir and the opera house we passed into a short crooked street which really filled me with amazement. It was the Guarda Velha—old enough, from its wretched appearance, to know better than to turn keeper for the class of tenants it had on exhibition: The street was literally full of unfortunate women, and as they leaned from their windows out over the sidewalk, which it was their custom to do evenings, they could almost shake hands with the people on the trams. It made me wonder what kind of an idea of morality existed here, and whether the people had no sense whatever of the impropriety and degradation of such everyday scenes. I could but pity the ladies and young girls who were obliged to pass through this ugly, vicious bit of street on their way into the city. And strangely enough, the English Church stood, and still stands, only a few steps to the right from the further end of the street, an episcopal seminary stood on the hillside to the left, and a nunnery, mutely protesting against the vanities of this poor sinful world, but a few yards further on. It seemed like a parody on life, a jumbling up of religion, and vice, and learning, and respectability. And then, to make the jumble still worse, just under the windows of the nunnery stood a row of rooms, built into an angle of the edifice and of course belonging to it, which were occupied by a still worse class of tenants—an object lesson in the art of extracting good from evil. It was a pitiful spectacle for a stranger to look upon, and many a traveller has left this city with extremely unfavorable impressions of its people solely because of these shameless exhibitions. We judge people more by what we see, than by what they say of themselves, and for this reason many a harsh opinion has been formed of Rio de Janeiro which many good people consider undeserved.

I have often wondered why the more respectable classes of this city permit practices and vices which only reflect discredit upon them. And the fault, in my opinion, is not altogether with the vicious classes, nor with the officials who sympathize with or live upon them, but it is chargeable as well to the respectable members of our society whose apathy and timidity render these abuses possible. Vice and crime are generally aggressive, and it is essential that orderly people should be aggressive also. If they condone venal offences and smile upon vice, they will soon be overrun by them. Even as we must struggle for a livelihood, so we must struggle for social purity, honesty, good government and so on to the end of the list. Taking life easily and leaving others to look after public morals, won't pay in the long run.

(To be continued.)

—From Santos there were shipped last year to foreign countries through the warehouses of the Companhia de Docas 5,012,965 bags of coffee, 108,422 kilos of rubber, 47,274 hides weighing 1,178,881 kilos, 166,598 tons weighing 208,122 kilos, 452 tons of old iron, 89 tons of rice, 416 tons of bones, 194 tons of salt and 412 1/2 tons of other merchandise. To Brazilian ports there were shipped through those warehouses 10,249 bags of coffee, 13 hides, 4,977 packages of beer, 5,953 bags of beans and 799 1/2 tons of other merchandise.

—From a published letter written by the committee of the British and Foreign Sailors' Society headed "Our Sailors in South American ports," we extract the following which deals with this port: "Rio de Janeiro must have, sooner or later, a mission steam launch in which the ships scattered over this vast harbour might be visited. The floating chapel and derelict barque, bought by our Missionary Williams, had to be sold, as the difficulties were too serious in working her. Sickness and yellow fever, especially among Europeans who must be about the quays and waterfront, are more or less rampant. Two of our very best men, as well as many of our sailors, fell victims to yellow fever, and the devoted missionary connected with the South American Missionary Society was drowned out of his little boat. Their worthy agent at the sickly port of Santos asks us to help in his much-needed work. This excellent society has, in every way possible, co-operated on this East Coast, and the Rio Harbour Mission, with a representative committee presided over by the able British chaplain, the Rev. Irvine Crawshaw, M. A., hope to see the work consolidated and extended. Our society had a steam mission launch presented to their Malta Harbour Mission, another has been given to the Constantinople Sailors' Rest, and it is not too much to ask for Rio Harbour where so many seamen have laid down their lives, both captains, officers, and men, a suitable steam mission launch, and for increased funds for the upkeep. During the year 536 British ships, carrying 22,656 men, beside the ships of other nations, entered the harbour. The port missionary's wife, Mrs. Lumby, who, with great heroism and devotion, accompanied her husband afloat, played the portable organ, sang to the sailors, and cared for them when sick both ashore and afloat, died last month in the midst of her disinterested labours greatly mourned by the sailors and others."

#### ROOMS TO LET

Convenient to the Boa Viagem beach in S. Domingos Inquire at this office.

#### TO LET

In Rua Senador Vergueiro No. 48, Botafogo, several good rooms, suitable for two or more gentlemen or a married couple. Convenient for sea-baths.

#### SEA SICKNESS

##### ADMIRABLE RESULTS.

We are constantly receiving communications and testimonials similar to those given below, which fully prove the extraordinary efficacy of the Panacea remedy Nectandra Amara against the distressing sea-sickness and all the other nauses and complaints of the stomach and intestines so frequently experienced at sea or on land. So well known are the results of this new and wonderful remedy for all the ills so common in this life, that no traveller aware of its power, should start on a voyage without providing himself with it as a preventive measure.

On the 6th ult., a merchant in S. Paulo wrote us as follows: "My late partner W., to whom I recommended the Nectandra for sea sickness, informs me that his partner, who was on a voyage to London, says that she was astonished at the results she obtained from it on board ship."

On the 14th May last, the distinguished physician Dr. Henrique Manguon wrote us as follows: "The reports and observations he had made on board the mail steamer *Olimpia*, a case of sea sickness treated with the Tincture of Nectandra Amara, 25. In 22 of the cases the result was complete and in the 4 others there was a decided relief. Cases of gastro-intestinal perturbation treated with the same remedy, 8. Amongst these may be mentioned the case of the Federal Senator A. A., attacked with exceedingly violent colic pains; the case of Sr. E. C., first class passenger from Pernambuco to Pará, suffering intolerable agony from intestinal pains, from which he had been subject for a month before embarking; and the case of Sr. F. B., also a first class passenger from Pará to Manaus, who was suffering from excruciating colic and violent vomiting. In these cases as well as in the other five effected obtained was complete and rapid."

In view of these results we have still another proof of the fact that for sea sickness and gastro-intestinal troubles the preparations of Nectandra Amara can be easily employed with sure effect.

Of the 17th October, 1895, the surgeon of the Army Medical Corps, Dr. Henrique Manguon, wrote us as follows: "I certify that when on board ships of war, I have had occasion to use the Tincture of Nectandra Amara of Antero Leivas against cases of sickness, and always with excellent results. The foregoing is true on the faith of my rank. Capital Federal, Oct. 17th, 1895.—Dr. Henrique Manguon."

On the 17th August, 1895, Sr. Lacard wrote as follows: "Rio de Janeiro, 17th August, 1895, Mr. J. B. de Miranda.—According to my promise I have the pleasure to send you to-day the enclosed letter from Miss Richardson, the lady of whom I have spoken, who was so enchanted with the efficacy of the Nectandra Amara against sea sickness, a remedy which she tried on the recommendation of well-known persons without any hope of obtaining a good result, because she had never been relieved by any of the remedies she had employed against that malady, from which she had suffered every time she set foot on shipboard. I have the honor to be your devoted servant.—R. Antero Leivas."

Miss Richardson's letter runs: "I have much pleasure in testifying to the merit of Nectandra Amara as a remedy for sea-sickness. I used it recently on a voyage and found it most efficacious.—E. Richardson."

On the 15th October, 1895, Dr. Paes Leme wrote to us as follows: "Rio, 15th October, 1895.—My good friend Miranda.—For many years I have used your preparations of Nectandra Amara on the members of my family, and with the greatest advantage I have used it on the employees of our estate, who did not know the efficacy of the Tincture for the nausea arising from the brusque and shaking movements which passengers have to suffer on our railways. I tried its powers on a gentleman travelling from Serraria station to Juiz de Fora; and later on, travelling to Itabora do Campo, I had occasion to observe the same effects on some friends of mine. The Nectandra Amara is already well recommended. But I have pleasure in confirming its utility by facts that I have seen with my own eyes, which prove without doubt that it has relieved many. Ever yours.—Pedro G. Paes Leme."

N. B.—The proprietors of the Panacea remedy NECTANDRA AMARA issue a prospectus in three languages—PORTUGUESE, ENGLISH AND FRENCH—to facilitate its use amongst natives and foreigners. Sold by all chemists and druggists, and at the Depot in Rua de S. Pedro, No. 74 (1st floor) Rio de Janeiro, Brazil.

#### S. DOMINGOS

To Let a large house, in good condition, with gardens, convenient for sea-bathing, and suitable for a large family or for a boarding house. Rent moderate. Address "S. Domingos" care of *The Rio News*.

#### CLOS ST. CHARLES

This mark of Messrs. Hanspeter & Co's, Bordeaux wine which is the best table claret on the market, can be obtained at moderate prices at Messrs. CRAWLEY & Co., 67 Rua do Ouvidor, and Mr. C. N. Lefebvre 23 Rua da Candelaria.

#### PRICE'S

##### ENGLISH PRIVATE BOARDING HOUSE.

This old established house has comfortable accommodation for families and single gentlemen on moderate terms. Excellent house. The position is a healthy one and is situated in attractive gardens.

Rua Livramento, No. 143.

#### WANTED

A Clerk who can speak and write English and Portuguese. Salary 300\$ per month. Apply D. R., office of *The Rio News*.

#### Hotels.

##### VILLA HUMAYTA.

(FORMERLY ALLEN'S HOTEL.)

##### No. 8, RUA HUMAYTA

Furnished or unfurnished apartments with or without board, in this well known establishment, which has been thoroughly improved under new management. Shower and swimming baths; good attendance and cooking; wines of the best quality prices moderate.

##### ALPINE HOUSE HOTEL

##### RUA DO AQUEDUCTO, 65

On the line of Sylvestre tramway, Santa Theresa, to be reached in 30 minutes from town.

This house is highly recommended for its excellent position and most beautiful view of the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever and malaria. It is therefore, a most safe place for foreigners, tourists and new arrivals.

The hotel is surrounded by beautiful parks, walks, and a large forest.

The restaurant and kitchen are first class.

THE PROPRIETOR,

VIUVA SUZANA MENTGES

##### THERESOPOLIS

##### GRANOE HOTEL THERESOPOLIS

SITUATED AT THE ALTO DO THERESOPOLIS

CLIMATE VERY HEALTHY

GEORGE SCHNIDDER has the honor of advising his friends and patrons that he has taken charge of the management of the Hotel Theresopolis, where he expects to merit the continuation of the kind patronage heretofore extended to him, and offering all possible comforts to convalescents and Summer guests.

The Hotel furnishes transportation to the foot of the Serra and vice-versa.

References may be obtained at:

Messrs. Netto, Bastos & C., No. 13, Rua de S. Bento.

"Monteiro Jr. & C., " 38, "Visc. Albuquerque.

"Soares & Niemeyer, " 6, "da Alfandega.

Mr. Bernardino da S. Carvalho, No. 4, Rua Fresca.

Telegr. Address:—Georges, Theresopolis.

## MILNER'S SAFES

The best thief and fire-resisting safes extant.

A large assortment always on hand.

Apply to

P. S. NICOLSON & Co.

RUA VISCONDE D'INHAUMA No. 16.

AS

DUNLOP TYRES

revolutionised cycling conditions in Europe by their introduction in 1888, so

## TROPICAL DUNLOP TYRES

are transforming cycling in hot countries, by successfully resisting heat and moisture, obstacles hitherto standing in the way of enjoyable wheeling.

By the adoption of these tyres, both ladies and gentlemen cycling within tropical regions can do so with ease, comfort and safety.

Specially made for tropical cycling.

When buying see that the outer cover and inner tube bear this trade

without which none are genuine.

We shall be glad to supply you with full particulars upon application to—

THE DUNLOP PNEUMATIC TYRE CO., LTD.,

Alma Street, Coventry, England.

## Hotel dos Estrangeiros

PRAÇA FERREIRA VIANNA

(Cottages)

Telephone No. 6,008

This hotel, which has been completely restored, is situated in the best part of the city, receiving air and light from all four sides, close to the cleanest beach of the city, surrounded by a large garden; has large, comfortable rooms newly and fully furnished, good shower and warm baths, disinfectants in the water-closets, drinking water filtered by the Pasteur system, good table service, and is, therefore, to be considered the first hotel of this capital.

Possesses also a sumptuous saloon and splendid table service for banquets.

Its restaurant and service cannot be excelled.

## Grande Hotel Metropole

181, RUA DAS LARANJEIRAS, 181

This popular Hotel has been completely and thoroughly restored and has been provided with sanitary improvements of every description, including a hydraulic system of sewerage, flushing tanks, and ventilating pipes.

The apartments have been repainted and repaired throughout and are luxuriously furnished. The dining-room has also been refloored, and no expense has been spared to make this

The most comfortable Hotel

in the city. The baths have likewise been improved.

As before, particular pains will be taken, to provide the guests of this Hotel with a first-class table, and with the best of service and attention. The electric tram passes the door every few minutes, making it the most convenient as well as the pleasantest Hotel in Rio de Janeiro.

## FREITAS HOTEL

120, Rua do Riachuelo

Mr. J. F. FREITAS, proprietor of the old and well known Freitas Hotel, desires to advise his friends and former customers that he has reopened that hotel at No. 120 Rua do Riachuelo in a large and most attractive edifice acquired for this special purpose.

The new establishment is situated in one of the most attractive and healthy localities in the city, on a broad and quiet street, with tram for all central points of the city passing the door. It has a large and beautifully laid out pleasure garden, particularly suitable for ladies and children, and well-mounted bath-rooms provided with hot and cold water.

The Hotel is specially adapted for families, for whose comfort and convenience nothing will be found lacking. It contains a large drawing-room, and its dining-room opens on verandas overlooking the garden.

Special attention will be given to orders by mail and telegraph.

## Grande Hotel Internacional

SITUATED ON THE PICTURESQUE

SANTA THERESA HILL,

Rua do Aqueducto No. 108,

Telephone 808

It served every 15 minutes by the electric tram-cars from the town (leaving the Largo da Carioca) close to the doors of this hotel, and Sylvestre.

This establishment, the first in Brazil for its elegance, comfort and situation amidst forests and enjoying the most magnificent scenery, views of the mountains, town, the harbor and high seas, is most suitable for families and gentlemen of distinction.

Excellent restaurant, always ready.

Finest wines and liquors. Numerous shower and warm baths. Purest air, temperature bracing and invigorating. No health resort in the world is better.

For further information apply to

FERNAND MENTGES,

ASSEMBLEIA 82,

Telephone 206.



## TELEGRAMS OF THE WEEK

## United States

**FEB. 13.**—The funeral obsequies of Calixto Garcia were carried out on an imposing scale in Havana. The Cuban troops were allowed to enter the city in order to take part. The officers of the ships of war in the bay refused to attend as they were awarded a secondary position in the cortege.

The Senate has restored the rank of Admiral in the navy to bestow it on Rear-Admiral Dewey for his services in the Philippines. (In the British navy the admirals are 1) admirals of the fleet, (2) vice admirals and (3) rear-admirals. The United States navy for some years has had no higher rank than rear-admiral. In July 1897, Commodore George Dewey was president of the board of inspection and survey, 13th on the active list from the top, and had no sea service since March 1888. In less than two years the fortune of war has brought him a step higher than the top. He entered the service on the 3rd Sept. 1854).

General Otis telegraphs that the Tagalos are concentrated 12 miles to the north of Manila.

The committee of enquiry into the manner in which the commissariat department was conducted has given in its report to the President. The finding is that the department was properly conducted, that great credit is due to General Russell Alger, and that the charges of General Miles are unfounded.

A telegram from Denver, Colorado, reports an avalanche of snow on the White mountains which buried 17 houses with all their Italian inmates.

A lunatic asylum in Yankton, South Dakota, was burnt to the ground, and 17 of the unfortunate lunatics were burnt to death.

A heavy snow storm is raging on the whole Atlantic coast of North America.

**FEB. 14.**—It is reported from Havana that the funeral of General Calixto Garcia was not attended by any prominent Cubans, and that the coffin was carried by negroes.

The Tagalos have fired on the American outposts at Manila without obtaining any advantage. It is now known that Aguinaldo has advanced his men within five miles of the city.

The New York papers say that Agoncillo has telegraphed to Aguinaldo advising him to attack at once before the American reinforcements arrive.

Some 2000 Spanish prisoners left Manila to-day for Spain.

General Miller after a short bombardment took possession of Iloilo. Before leaving the Tagalos set fire to the native quarter. Little other damage was done, but the American and German consulates were burnt.

The senate has adopted a resolution to grant the Philippine islands autonomy when once peace is restored.

The railway communication with Philadelphia is interrupted by snow. In New York there is over a foot of snow on the ground. On account of the storm on the Atlantic coast, none of the liners expected to-day have arrived.

Six skaters on Lake Michigan who were reported drowned yesterday were to-day found safe and sound.

**FEB. 15.**—The taking of Iloilo has practically subdued the Philippine revolt. General Otis is receiving protests of submission from all parts of the archipelago. The ranks of the Aguinaldo party are daily becoming thinner. Aguinaldo has offered to submit to General Otis on condition that the Philippines are granted autonomy. President McKinley is said to be in favor of accepting the offer in view of the great movement in the United States in favor of the independence of those islands.

Two other agents of Aguinaldo arrived to-day in San Francisco, and at once proceeded to Montreal.

Another Philippine delegate in Halifax, Nova Scotia, has informed the press that the Tagalos will fight to the last man rather than yield to the Americans.

**FEB. 16.**—The government has decided to recall part of the troops now serving in Cuba. In commemoration of the catastrophe of the *Maine*, the keel of a new vessel to be called the *Maine* was laid down to-day in Philadelphia.

The Tagalos having again attacked Manila on the eastern side were driven off with considerable loss. The Americans lost nine men in the fray.

A tremendous fire took place in the Brooklyn dockyard which spread quickly in spite of the prompt measures taken to extinguish the flames. The damages are estimated at many millions of dollars.

A state of siege has been proclaimed in Nicaragua as the revolutionary movement is spreading.

**FEB. 18.**—The government has given orders to Admiral Dewey to patrol the whole of the Philippine islands with his vessels and make a close inspection of all ports.

General Lawton has been appointed to relieve General Miller in command of the garrison at Iloilo.

Telegrams from Havana say that the tobacco merchants of that city have found it necessary to close their warehouses.

## Spain

**FEB. 16.**—All the officers of the fleet destroyed at Cavite are to be tried by court martial.

Don Carlos issued a *pronunciamiento* to Spain declaring his willingness to save Spain from dishonor and asking his partisans to

take no steps that would injure the nation. The Madrid papers openly ridicule the message. The threatened Carlist outbreak is now said to have been postponed until after the close of the present year.

Sr. Montero Rios is about to resign the presidency of the senate in order to defend his action as first prince commissioner.

## Great Britain

**FEB. 13.**—From Shanghai it is reported that Russia is concentrating troops at Port Arthur and Tientsin.

The London press publishes telegrams saying that Dreyfus has refused to answer the questions put to him by the court of cassation, but has promised to make explicit and detailed statements bearing on the whole of his case.

Telegrams from Manila say that General Otis is confident of being able to put down the Philippine insurrection immediately his reinforcements arrive. Various towns in the neighborhood of Manila have been destroyed on account of attacks on Americans.

Mr. Labouchere proposed in the house of commons to day to limit the veto of the house of lords on any question to one session only.

**FEB. 14.**—Speaking on Mr. Labouchere's motion to limit the veto of the house of lords on any measure to one session, Sir H. Campbell-Bannerman opposed the motion. He was in favor of a reasonable revision of the decision of the lower house by the lords. (Such a revision could have no chance of success with a conservative government in power, but should the liberal party win at the next general election, the new leader will have Labouchere as a thorn in his side whether in the ministry or not).

A movement is on foot to establish a general arbitration committee on disputed questions between the European powers. (The Havas Agency gives something about the *comité parlementaire d'arbitrage* in this connection. We thought we knew the house of commons like a book, but we candidly confess our ignorance of any such body. Open confession is good for the soul).

**FEB. 15.**—No news has been heard of the *s.s. Patonia* and fears are entertained that she perished in the recent gales.

The German steamer *Bulgaria* which was reported lost a few days ago, was spoken in latitude 43° where she was in a dismantled condition but able to proceed.

A motion to prohibit public functionaries becoming directors of private companies was rejected in the house of commons.

The Prince of Wales has decided on going to Canada on the 2nd proximo.

The German Emperor intends to delay his proposed reforms in the German army until after the result of the disarmament conference is known.

**FEB. 16.**—Lord Salisbury replying to a question of Lord Muskerry as to the bad treatment of British subjects by the police in Buenos Aires said that England had no right to ask all foreign governments to extend their national laws to protect British citizens equally with natives. Before making diplomatic representations to the Argentine government, he would cause inquiries to be made into the truth of this particular case.

Mr. St. John Brodrick stated in the house of commons to-day that the British representative at the conference on anarchism refused to sign the report, consequently Great Britain was not bound to observe any of the findings or to entertain the recommendations.

Official intimation of the appointment of the arbitrators on the subject of limits between Argentina and Chili has been made to the governments concerned.

**FEB. 17.**—The *Times* correspondent in Paris says that the Archduke John of Austria who was supposed to be dead, is lying on an estancia in the Argentine republic. (Only a few weeks ago, the missing archduke was reported to have been found on an island in the Pacific inhabited only by himself and one sailor. What are we to believe? As Sir Boyle Roche once remarked, "No man can be in two places at once, barring his a bird").

Telegrams from Canada give news of a collision between two trains on the Grand Trunk line in which seven passengers were killed and many injured.

**FEB. 18.**—The press comments favorably on the election of M. Emile Loubet to succeed M. Faure in the presidency. The various writers agree that he is an honest, firm and resolute man capable of dealing with the dangers that menace the country.

M. Blovizin, in the *Times*, says that the deceased President did not possess the indispensable energy for the post he occupied.

The Hon. Francesco Vella, C. M. G. the collector of customs and superintendent of the ports in Malta, has been condemned to 30 months imprisonment with hard labor for abuses practised in his department.

A railway collision near Brussels, has caused the death of 30 people, and 50 others were injured more or less seriously.

The *Patonia*, supposed to have been lost between Liverpool and Boston, has reached the Azores with machinery broken down. She was found on the high seas by a tug that brought her into port.

## France

**FEB. 13.**—The government proposal to submit the whole Dreyfus case to the judgment of the united courts of cassation, which has already passed the chamber of deputies, has been referred by the senate to a special committee for report.

A violent gale is raging on the west coast of France, and maritime disasters are feared.

**FEB. 14.**—President Faure has conferred the grand cross of the legion of honor upon the principal Italian ministers who were concerned in the negotiations in connection with the recent treaty of commerce between France and Italy.

**FEB. 16.**—President Felix Faure was seized with an attack of apoplexy at 6 p. m. and died at 10 p. m. surrounded by his family. The fact has caused a thrill of emotion throughout France.

The question of the renting of a coaling station by France from the Sultan of Muscat is the subject of diplomatic negotiation between France and Great Britain. (Muscat has been practically under British protection for many years).

The committee appointed by the senate to examine the project of the government to submit the Dreyfus case to the whole court of cassation has reported that five members were favorable to the proposal and four against it.

The senate adopted a commercial convention with Uruguay, which is to be remodelled later on.

**FEB. 18.**—M. Emile Loubet has been elected President of the republic by 453 votes in the first scrutiny.

There were 824 members of the united chambers present and 812 voted. The second candidate was M. Méline with 279 votes. The other candidates had only 50 votes distributed between them. (This was an exceptional case in France. The chamber of deputies is composed of 584 members and the senate of 300 members. Consequently the 884 possible voters only 60 were absent and with the exception of 72 all voted, and at the first vote M. Loubet received a majority of 154 over all competitors, and was elected at once. This easy victory is due to the fact that M. Méline refused the office, cast his own vote in favor of M. Loubet and asked his followers to do the same).

M. Loubet was wildly cheered both in Versailles and Paris when his election was known. The anti-Dreyfus party under M. Paul Drouot got up a counter-demonstration which was dispersed by the police.

M. Quesnay de Beaurepaire published an attack on M. Loubet in the *Echo de Paris* charging him with retarding the course of justice and preventing the arrest of some of the principal persons incriminated in the Panama scandals in 1892 when M. Loubet was premier and minister of the interior. (Now that M. Quesnay de Beaurepaire has ceased to be a judge of the court of cassation he evidently thinks it able to his dignity to show himself a partisan and a demagogue).

## Italy

**FEB. 16.**—Cunzio Antonelli, the Italian minister in Rio, has informed the minister for foreign affairs in Rome that the Brazilian government has promised to attend to the Italian claims for the disorders of 1897, indemnifying the injured persons and punishing the guilty ones.

## S. PAULO FACTS AND FANCIES.

## CARNIVAL (6 quatre sous.)

There was nothing to see but a monstrous hoax. There was nothing to light or whity; there was nothing but a jolly of jokes, their jokes they knew no more than to beg and bore. The public to give them money—Ah! what a sad thing, life must be if their Carnival was funny.

Ichabod—Ichabod—*cincas, cincas, cincas!* Let us clothe ourselves in dominoes of sackcloth, and sprinkle burnt confetti on our heads; for the glow is departed. I know not how it may be with you in Rio, but with us Carnival, which has been more and more sinking every year of late, has at length given up the ghost. This week's Carnival compared with those of a dozen years back was as a faded, powdered, sick and sorry haunter of the midnight Strand beside a row, laughing, eyed Beldame. Carnival made one last despairing effort to walk the streets on Tuesday, and fell dead on the pavement! They buried her under an avalanche of prismatic *cincas*—cheap garlands of *serpentinas* and tears of parti-colored paper. Thousands attended the once stately baggage's poverty-stricken funeral, and then strayed off to drown their grief in smallest ale at three tescoons a glass.

What fun the clubs may have had *within their own private premises*. I know not, as I am neither a Fenian, nor a lieutenant of the Devil. Subscriptions were carefully collected from the long-suffering *commercio*. Do you do that kind of thing in Rio? But Fenian clubs at home, and probably here also, have a rooted objection to furnish but once sheets of funds supplied; while Devil's money is notorious for its awkward trick of vanishing mysteriously.

You know the old Irish story: "Gumpie traveller—What time does the first train go to Coblenz, waiter?"

"Hut—Is the first train, sorr? Well, I'll tell ye, sorr. The nine o'clock express used to start at half past nine, punctual; but now they've took it off, and there's no first train at all, at all. But I'll ask at the bar."

Well, the *prestito* was announced for five p. m., and turned up "at half past nine, punctual." Dressed in a sort of attempt at military uniform, a score or so of "Fenians," Devil's gallies, or whatever they are pleased to call themselves, headed the ruck. Then the inevitable Italian band, and the guardians of public order; and after them the first *critica*

came along. It was supposed to be allegorical, I believe; but what it was meant to express would have puzzled the Devil, if not his Lieutenants—to say. There was a cluster of wax figures, the most prominent of which, were two or three dishevelled nymphs represented as "flying around," life size, in a state of complete nudity. Although a modest man I made no scruple of looking at them, as they were too unlike life to be indecent. The clot of nondescript flummery they were tucked on to incited half a dozen white birds resembling half-starved geese; and a little wizened spot of pink wax in a pair of wigs, intended, I hear, for Cupid, surmounted the lot, like a wet butterfly jammed in a *lixo* cart. Cupid, forsooth! If he be the same immortal haw I used to know in days gone by, he has better taste than to mix himself up with such company; and I swear the models who sit for the "Altogether" for that group of nymphs must have been middle-aged Portuguese *amas de leite*—and devilish ugly ones at that, too!

By the way, talk of the Devil, he did not appear at the Carnival, or at least not in uniform. He was, no doubt, too much ashamed of his following. "I'll not march through Coventry with them, that's flat!"

There were fifty thousand people in the streets looking for him. But even the Devil must draw the line somewhere, and he drew it at S. Paulo Carnival. I counted six false ones, three dominoes, two fat clowns; the rest all "leather and prinnell"—wearisome *confetti* and *serpentinas*. Still there was much laughter—what at, one hardly knew. The weather was cool and fine, and the throng, thoroughly good humored, bent on amusement. Here and there a waggish person twisted up a newspaper for a speaking trumpet, and made uncouth noises through it, to the vast entertainment of the bystanders. Others marched in groups, screaming and whistling *a l'ha*; and even this performance was highly appreciated. Everything "took"; even the *prestito* was faintly *visto* here and there, in a manner which, for ought I know to the contrary, amounted to a Brazilian "ovation."

But to return to the *prestito*—though there is little more to tell. There was an elephant in a blue cat and red and white striped trousers, standing on one hind leg and supporting a young person on his tusk; there was a meerschaum pipe with a meerschaum young lady seated on it; and there was a gigantic bicycle. The rear was brought up by a cart containing a wisp of the most glib looking guttersnipes that ever lunged their *cartes de visite* in a railway station; the most sorry-looking "scallywags," the most ardent "lousy knaves" you ever flushed in a Bovey back slum. I am only sorry that world will me in their guilt to the appearance of these scaly gentlemen. What they were emblematic of, or whether they were there for us or for them, I am unable to say. Probably they were lieutenants of the Devil, newly damned and waiting the execution of their doom. That is more or less what they looked like, any way.

Such was the show; and a more outrageous *fiasco* surely never was known in all the annals - if there be any—of Carnival.

During the three days of Carnival the São Paulo bond company carried 234,624 passengers. This gives a fair idea of the interest excited by the *festa*, and I think one is justified in estimating that on any day's crowd of 50,000 persons. Of these, thousands were people who brought their families to town to see the 5 o'clock procession, and who had, for obvious reasons, to go home without having done so. There were swarms of women carrying babies in arms, crying, crying or sleeping. All the world and his wife and children were there, waiting, it seems, till the Carnival clubs and the *Empressa Feniana* (5) could come to a financial agreement (point d'argent, point de Suisse) about horses. The *Empressa Feniana*—oh, hideous apparition! What has the *Empressa Feniana* to do with our rejoicings? What doth this skeleton at our feast? Back, horrible Shadow! Hence, loathed *Empressa*, of Cerberus and Rodolfo born, midst Stygian caves, and shapes and sights forlorn. What hast Thou to do with Carnival? Are we not rather too much mixing up "L'Allegro" and "Il Penseroso"? What the Devil—I mean what the Devil's lieutenants mean by having recourse to such a power in such a case, is a mystery!

And yet, on second thoughts, why not ask the said *Empressa* to undertake the entire show? They could not decently refuse, for they are undertakers by profession; and they could scarcely do worse than was done on Tuesday:

Evohé!!! Evohé!!!  
Ao indo! ao indo! ao indo!!!  
Deslumbrante allegro!!!  
"O enterrado do Deus Monis;"  
morte pelos Clubs Carnevalescos de S. Paulo.  
Magnifico Catafalco!  
Comissão de frente!  
Rapazes garbados, vestidos de preto,  
chovendo em côro—&c. &c.

Or let the clubs hand over the business to Frank Brown. No doubt if S. Paulo will make it worth his while he will give us a show to make our hair curl, and not spend any more money than the clubs do either.

NICODERUS DEWDROP.

S. Paulo, 19 February, 1899.

# THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, Editor and Proprietor

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IN a discussion of the subject of small farming in a recent issue of this paper, we treated it in general terms as a means of promoting the development of a particular state and of providing traffic for a particular railway. But the subject is a much broader one than that and affords opportunities for private enterprise as well as for public advantage. Colonization on a thoroughly business-like basis offers a practical basis for private investment. In the United States a great many enterprises of this character have resulted in gratifying success, both for the organizer and for the colonist. In some instances, railway companies have undertaken to promote such settlements in the interests of future traffic; in others philanthropists have resorted to them as a means of reducing the surplus population of cities, and individuals have used them purely as an investment of capital. A few days since we saw in one of our American exchanges a description of a colony founded in Mississippi by a Chicago capitalist, which affords an excellent illustration of what such an enterprise can accomplish. A tract of land of about 4,000 acres was selected, which is well adapted for fruit culture and lies near an important railway. The lands were first well surveyed and laid out in small 10-acre plots, and then roads were made and the lands enclosed. Building materials were also obtained at lowest possible cost, and the lands to some extent were placed under cultivation. In this particular case strawberries and peaches were the principal products, though all kinds of vegetables were produced for market. The colony was founded in 1896, and it was calculated that the peach crop of 1899 would repay the colonists who came at first, for the whole cost of their lots. This implies that both the capitalist and the colonist have derived profit from the venture. Why, now, can not similar undertakings be carried out here in Brazil? Good markets and cheap transportation are needed, of course, and with the co-operation of the authorities and railways these can be offered. There are scores of products which might be produced by such colonies, some of which might be exported to advantage. And in view of the fact that there are immense areas of suitable lands within reasonable distances from this capital we see no reason why the experiment suggested should not be tried.

THE telegrams published in Brazil are fearful and wonderful news, and often make one's hair stand on end. On the 14th inst. the papers published a statement that the Anglo-American commission for the demarcation of the limits with Canada "have claimed Skagway and the territory of Alaska." The telegram adds that "the American government, however, is firmly decided not to yield." As it stands it is absolute bosh. If the editors knew the very rudiments of the question they would probably know that Skagway being on the road to the Klondyke gold fields is being held to be one of the boundary marks between British America and Alaska. The insertion of the supposed claim for the territory of Alaska implies downright stupidity on the subject dealt with on the part of the editors.

IN connection with the election of the new French President it is interesting to note that since the close of the Franco-German war, there have been seven Presidents in France and 36 changes of ministries, without counting M. Dupuy's formal resignation just now. In Great Britain there has been one monarch and only 8 different ministries in the same period.

As we conjectured the report in regard to the Welsh colonists of Chubut, Argentina, was grossly exaggerated. They did not ask for a British protectorate, but for British protection in obtaining redress from the Argentine government on certain matters. They complain of the law which requires them to appear for national guard drill on Sundays, and they complain that the titles to their lands have not yet been given to the founders and settlers of the "16 de Octubre" colony. They recently memorialized President Roca on these matters and asked the government to provide them with roads, bridges and telegraphic communication with the capital. They explain their failure to familiarize themselves with the Spanish language by saying that their struggle for existence has left them no time to study the language, but they hope soon to remedy this fault by having Spanish taught in their schools.

ON esteemed contemporary the *Review of the River Plate* is being attacked by the Argentine press for having told the truth about the manner in which justice is administered in the Argentine republic. It is accused of being engaged "in a propaganda the purpose of which is the defamation and the discredit of the Argentine republic abroad." The *Review* easily justifies its position from the columns of its accusers, and is supported in its attitude by the upright and progressive portion of the native press. "Ce n'est pas la chose mais le mot que choque," as Max O'Kelly said. We have so often experienced the same sort of attacks ourselves here in Brazil, that we can heartily sympathize with our River Plate colleague. "Fiat justitia ruat cælum" may have been good for the old Romans, but Ingoldsbys' "Truth must not always be told" would suit the present Latin race better.

THE government, we are sorry to say, is placing us in a very difficult position. We have repeatedly advocated a reduction in the army, and now the *Journal do Commercio* tells us that 3,970 men were discharged between 1st November and 1st December last, thus reducing the effective strength of the army from 18,794 on the first mentioned date, to 14,824 at the end of the year. But congress expressly refused to reduce the army, and provided for an effective force of 28,000 men! Now, we are very glad to note this reduction, and to see that the effective strength of the army has been reduced to less than 15,000 men, and we desire most heartily to give the government full credit for it. But where does it lead us to? To nothing less than approving the executive for disobeying or disregarding the law as passed by congress? Ought he not insist on the faithful observance of the law, no matter what the result may be? And if the executive is allowed to reduce the army in defiance of an express vote of congress, might it not at some time claim the privilege of increasing the army beyond the number specified by law? And which conceals the greater danger to the country, the maintenance of an excessive military force at a time when the public treasury is in great difficulties, or the assumption by the executive of a right to disregard the laws passed by congress? We are glad to register this reduction in the army, and perhaps, under the circumstances, we can not condemn the way in which it has been done, but it is not sound republican doctrine, nor is it a safe precedent.

THE news of the sudden death of President Faure of France caused the great sensation of the past week. The French people all the world over felt the loss of their President very keenly, and all the other nations sent messages of sympathy to his family and eulogised the life work of the dead chief magistrate. His was not a career of the highest brilliancy, but dying in the most important position a Frenchman can attain at the present time, his bitterest political opponents have acknowledged that he was an honest man and a good citizen. His career was one that would have charmed the late Dr. Samuel Smiles. Felix François Faure was born in Paris, Jan. 20th, 1841, and was quite a self-made man. He was a journeyman currier in Touraine for some time, but eventually became a merchant and shipowner at Havre with which town he specially identified himself. He was deputy mayor there during the Franco-German war, and as a captain of mobile guards against the commune, he gained the ribbon of the legion of honor. Elected to the chamber of deputies in 1881, he was appointed under secretary of state for the colonies in the Gambetta administration in November of that year, and held the same post in the ministries of M. Jules Ferry in 1883, of M. Brisson in 1885 and of M. Tirard in 1887. In May 1894, he was appointed minister of marine in the Dupuy government and afterwards vice-president of the chamber. His business position at Havre naturally made him an authority on shipping, commercial and colonial questions. On the retirement of M. Casimir Perier in January 1895, M. Faure was elected President by 430 votes as against 361 given to M. Brisson. His popularity steadily increased during his presidency, for though not

brilliant or really strong he was regarded as a safe and reliable chief. During his visit to St. Petersburg in September 1897, the alliance between France and Russia was proclaimed.

M. Emile Loubet who was elected President in the place of M. Faure on Saturday last is a much stronger politician than his predecessor. He was born a Marseillais on the 31st December, 1835, and followed law as a profession. He was elected deputy in 1876 and senator in 1885. After having held several subordinate portfolios, he was called upon by President Carnot to form a ministry. He did so, but after a few stormy months of existence in 1892, it resigned over the Panama canal scandals in November of that year. Since 1896, M. Loubet has been president of the senate. On Saturday he received 483 to 270 votes given for M. Méline. His term of office is seven years. *Le Président est mort, vive le Président.*

## COFFEE NOTES

—In a recent interview, the deputy-commissioner of British Central Africa, Col. W. H. Manning, gave the following interesting information of that part of the world:—"There has been steady development during the past year. A very large amount of country has been opened up for coffee plantations, more, possibly, than during any former year. The coffee crop during the past twelve months, owing to the drought, which has been almost unprecedented, fell somewhat below what it should have been, but, owing to excellent rains since the last crop, the prospects for coffee this year are the very brightest. Such a blossom as has been on the trees this year has never been seen before in the protectorate. The crop is estimated at 1,000 tons, and should not fall much below this figure if the present conditions continue. A very gratifying feature is the belief of the planting community in the possibilities of the country, and the plucky way in which they have worked under some- what adverse conditions. The price of Nyassa coffee last year on the London market reached 114s. per cwt., being the highest price that any coffee has fetched anywhere. No doubt the experience gained by the planters during the past few years will enable them still further to improve the quality of the coffee, and a further increase in price may be looked for. In a few years time the protectorate will be one of the great coffee centres of the empire, with a class of coffee better in quality than any yet placed on the market."

## PROVINCIAL NOTES

—Col. Vallada's party in Sergipe has been reorganized.

—The rains in Pernambuco and Parahyba have continued.

—There have recently been many cases of burglary at Campos.

—A telegram of the 17th inst. states that on that day it again rained in Bahia.

—The governor of Espírito Santo has suspended the normal schools of that state as a measure of economy.

—The governor of Espírito Santo has convoked the state assembly for the 23rd inst., to consider the finances of the state.

—Gypsies are causing much alarm at Doros do Indaá, Minas Geraes. It is feared that they will attack the jail and release the prisoners.

—The death of Senator Aluino Alvares Afonso, representing Rio Grande do Norte in the national senate, took place at Fortaleza, Ceará, on the 13th inst.

—The latest news from Natal report that the rains are becoming general. The state and municipal authorities are distributing seeds among the indigent people.

—We are very much pleased to learn that at last there has been a rain in Bahia. A telegram of 15th inst. says that on that day it rained hard for about an hour and a half.

—In São Paulo steps have been taken for causing that state to be represented next year at the Paris exhibition. Up to the 19th inst. the subscriptions for this purpose amounted to 62,000,000.

—The police authorities at Franca, S. Paulo, have been apprehending more counterfeit 100,000 notes, but we hear no more about the capture of the counterfeiters. S. Paulo must be full of these criminals.

—The *Amazonas* says that on the night of the 18th ult. the people of Boa Fente deposed the municipal judge and that on the following day they deposed the municipal council. It seems that both the judge and the council had made themselves very obnoxious.

—At a meeting of planters at Sertãozinho, S. Paulo, a few days since it was resolved that agriculturists should in future take an active part in politics and emancipate themselves from the control of central committees (*centros*) and from the tricks of politicians. In the future they propose to look after their own interests.

—Those who doubt the efficacy of prayers and peaceable processions will now hold their peace, for in response to the numerous efforts in that direction in Bahia rains have really fallen. There is no doubting the processions, nor the rains, for they have been too palpable. "But perhaps it was a coincidence," says Smalwell. Well, perhaps it was!

—According to telegrams from Pará serious trouble has arisen on the Acre river between Brazilians and Bolivians, and it is charged that Minister Paravizini has had various Brazilians arrested and expelled from the country. It would be well to treat such reports with caution. It is a wild country, and local quarrels might easily be the cause of the trouble.

—The municipal intendente of Porto Alegre has given us a very agreeable surprise, as well as a good example. He has found that a certain tax is illegal, and although it has been collected for some time and the amounts received now aggregate a very considerable sum, he has resolved to return the same to the tax-payers. And the latter are quite as much surprised as we are, for some of them are refusing to receive the money and have donated it to charitable objects.

—Accounts of the suffering caused by the drought in Bahia continue to arrive. The 3rd district of Cachoeira de Itabuna is said to be overrun with refugees from the drought-stricken districts, who, although they offer to work for their food, cannot all find employment. The price of farinha, it is stated, has risen to 11s and 195000 per litre. At Minas do Rio das Contas, according to a letter from that place, it would be impossible to buy a litre of either farinha or rice, not even if 1,000 were offered for it. When a good pass near the jail at this place, it is seized, killed and eaten by famishing prisoners. The streets are full of ragged children begging for food.

## RAILROAD NOTES

—The receipts of the state railways in Chilli last year amounted to 800,000 Chilian dollars.

—In S. Paulo the trams of the Companhia Viação Paulista carried during carnival 234,624 passengers.

—Messrs. Morton Rose & Co. and Manoel da Cunha Sotto Maior (of the firm of M. Cunha & Co.) have been appointed liquidators of the Sapichuly railway.

—The traffic receipts of the Leopoldina railway for the week ended 11th February were 323,645,000 against 434,035,791 for the corresponding week of last year.

—The receipts of the Paulo Afonso railway amounted last year to 88,683,397, against 53,439,821 in 1897. The expenses were 107,041,575 in 1898, against 161,140,127 in the previous year.

—Amongst the passengers by the "Nile" to-day is Mr. W. J. Morkill, the general manager of the Western Santos Pê line in the Argentine republic who is on his way to England for a holiday.

—Frequent interviews have lately been held between the minister of industry and the manager of the German Bank. Are we to have a settlement of the Oeste de Minas railway complication?

—Another shortage in the accounts of the Central railway has been discovered and the police authorities have asked for a warrant for the arrest of the employee considered responsible. It is computed that the shortages will now reach about 150,000s.

—The state government of Minas Geraes has issued a decree cancelling its grants to the Sapichuly railway company, which is in judicial liquidation. It has also provided for measures to be adopted in event of the suspension of traffic on the company's lines.

—During the three days of carnival the suburban trains of the Central railway carried 251,200 passengers. The trains of the Companhia Carris Urbanos in four days (from Saturday to Tuesday inclusive) carried 396,206, of whom 41,253 received gratuitous conveyance.

—The *South American Journal* of Jan. 21, gives the returns of railway traffic in Brazil for the previous week. The following increases over 1898 were noted. Bahia and San Francisco, £223; Recife and San Francisco, £44; and São Paulo, £745. The Great Western of Brazil was less by 7,622,000 and the Leopoldina by £1,251.

—A Bello Horizonte telegram of the 13th inst. says that the exclusion of the state of Minas Geraes and the house of Morton, Rose & Co. in the judicial appointment of syndics for the liquidation of the Sapichuly railway, has occasioned much comment there. It is expected, however, that the state of Minas Geraes will be able to protect its own interests.

—The financial writer in the *Daily Mail* takes a very "rosy" view of the dividend prospects of the Leopoldina railway. I am sorry to say, however, that the facts are against him—not of late an unusual circumstance. Of course, the debenture stock is all right—perfectly safe, indeed—but when people are asked to believe that, after providing for working expenses, the earnings in 1898 will have amounted to "four times" the sum required to cover the debenture interest (absorbing £52,000 per annum), I am compelled to utter a decided protest, and to regard this provision as even more than a little sanguine. I regret to state that the shareholders will have to look in vain for the promised "considerable surplus" available for a dividend distribution. I hear that the working expenses have been rather heavy, and necessarily so, I think, in relation to the inaugural year of a new management. The traffic prospects are said to be favourable, with a fairly good coffee crop on the way.—*South American Journal.*

—The Southern Railway Company is always in luck. It has had the services of one of the ablest and most popular managers in South America, but no sooner does he leave it for a better place than it gets another manager, who in the few weeks he has been in charge has got the good-will of the staff from the highest to the lowest, and every one of the public with whom he has had intercourse.—*Harold*, Buenos Aires.

—Reports have been current for a long time in regard to the sale or lease of the Central railway. One of the stories was that an English syndicate had offered fourteen millions for the property, the payment to be made in Brazilian bonds at 50, which implied an actual cost to the syndicate of nearly eight and a half millions. The latest report, however, is to the effect that the government is negotiating the lease of the road for a period of 70 to 90 years.

## SHIPPING NOTES

—The Portuguese cruiser "Adamastor" left Pará for the south on the 15th inst. Her visit to Pará has been made the occasion of a phenomenal round of entertainments.

—The Brazilian s.s. *Mate* which reached Buenos Aires on the 7th inst, could not land passengers or cargo until the 8th, owing to the port doctors having gone ashore early on the day of arrival. The agents having made a claim, the national department of hygiene has fixed 3 p.m. as the hour for the doctor to go on shore in future. The vessels arriving after that hour will not receive the visit until the following day.

—Vessels proceeding from Brazil to the River Plate were subjected to 24 hours observation by the Argentine authorities at the beginning of last week. The steamer "Chatham" which arrived there on the 14th inst., having two sick passengers on board suspected of yellow fever, the time of observation was extended to 48 hours for vessels arriving from Rio de Janeiro and Santos. The other ports of Brazil are only to wait the original 24 hours.

—Telegrams from Montevideo on the 18th report the British s.s. "Beacon Grange," from Newport, arrived on the 17th inst. from Castillos, and the British s.s. "Bellona," from New York, arrived south of the point east of Maldonado. Both steamers were reported to be in a perilous position. A subsequent dispatch says that the "Bellona" is in a very critical position and it is very doubtful whether she can be saved. Yesterday a telegram reported the rescue of the "Beacon Grange."

—The passengers who arrived in Rio on the 20th inst. by the Royal Mail steamer "Clyde" were the following:—From Southampton: Mr. Trenerry and Mr. F. le Motte. From Cherbourg: Mr. Phipps' valet. From Vigo: Mr. Serafin C. Pombal and wife. From Lisbon: His Excellency E. C. H. Phipps, C. B.; Mr. and Mrs. A. Worsley, Mr. E. J. Rodrigues Bastos, wife and daughter, Dr. Thomas S. Vigas, wife, 2 children and servant, Messrs. Antonio A. C. dos Santos, Antonio Cavalcanti, John A. Thom and G. Szarvady. From Bahia: Miss Theodora de Castro, Drs. C. Aragão, S. Figueiredo and Antonio D. de Souza, Mme. Alves Barbosa, daughter and servant, Master M. Guimarães, Mr. Antonio M. Perreira and family, Messrs. Marcelliano Queiroz, Antonio G. Dias, C. W. Snellbrand, Francisco Moreira and Antonio Albiqueque.

—The supercargo of the French steamer *Duguesclin* in Rio harbor returned on board on Sunday last in a drunken condition. On being reprimanded by the captain, the man drew a knife on him. The sailors were ordered to arrest him and in the struggle one of the crew named Jean Queró was stabbed in the bowels. The supercargo was disarmed and locked up in a cabin. The captain sent on shore for the police, but as only a sergeant and five men were sent the crew refused to allow them on board. The police returned ashore for reinforcements and fifteen men again put off and succeeding in boarding the steamer. The supercargo, Julien Hubart, had in the meantime managed to commit suicide by means of a penknife. The wounded man was taken to the Misericórdia hospital and the body of the suicide to the public morgue.

—The British steamer "Bellona" which went aground on Punta d'Este a few days ago is now considered to be a complete wreck. She was a vessel of 1,864 tons.

—We extract from a Liverpool paper the following announcement of the death of Capt. Edward Hairby, which gives particulars not contained in our previous notice:

"We regret to announce the death, at East Grinstead, on the 23rd instant, of Captain Chevalier Edward Hairby, for 31 years in the service of Messrs. Lamport & Holt, and commander of their fleet. Captain Hairby recently went to his home at East Grinstead for a little relaxation, and was expected back shortly to take command of the steamer "Worldworth." While at home he was suddenly seized with illness, which terminated fatally on Tuesday last. During his service he had made about 100 voyages without an accident of any kind. He was an able and cautious navigator, and this combined with his accomplishments as a linguist, his fund of anecdote, and his pleasant, gentlemanly manners, made him an ideal captain. His death will be keenly felt by all who knew him, including his employers, his fellow employees, those who frequently travelled in the steamers under his command, and his many friends in the South American cities."

—News has been received from Portugal to the effect that the board of directors of the Portuguese Royal Mail Steam Packet Company which at present runs a regular service between Portuguese ports and the Brazilian coast, is considering the advisability of extending its service to the River Plate. For this purpose the Portuguese company is about to purchase from the Spanish Transatlantica Company two of its regular mail boats which used to run to Buenos Aires before the Spanish-American war broke out and which since then have been employed in carrying Spanish soldiers from Cuba to Spain.

—Perhaps it would be well to draw the attention of Dr. Wilde, president of the national department of hygiene, to the existing regulations with regard to arrivals from Brazilian ports. The regulations imposed on arrivals from those ports are to say the least of it, vague in the extreme, and do not mention any particular port. In order, however, to comply with the law, the visiting medical inspectors have to place a rigorous observation on all vessels arriving from any Brazilian port, whether their port of arrival be termed "dirty" or not. As such, the coasting craft which ply on the river frontier of this country and Brazil have never yet been visited by the yellow fever, have to be treated like any ocean vessel from Rio or Santos. One of the sanitary inspectors pointed out a case to us with regard to a lighter which crossed the river from a Brazilian port on the bank of the river Uruguay to a port opposite in Argentine territory and to which all the formalities of sanitary inspection had to be paid notwithstanding that her crew consisted of only two men and her cargo of lumber. We think that the regulation should in some way be modified and made more clear to those who have to carry them out. In their present system they are practically useless, and also expensive and cumbersome both to the government, to the sanitary inspectors and to vessels.—*Times*, Buenos Aires.

## LOCAL NOTES

—The municipal employés of this city have not yet received, their pay for December and January.

—A shortage has been discovered in the accounts of the post-office agency on Largo do Machado.

—There was a very general display of sympathy in this city on Friday last over the news of the death of President Félix Faure.

—The prefect of the federal district has hired for 12,000 a month the garbage carts of the Companhia Industrial do Rio de Janeiro.

—Admiral Manhiães Barreto has ordered the investigation of the origin of a report, published by an evening journal, of a plot in the navy.

—General Silvestre Travassos left for Pará on the 16th inst. to take command of the 5th military district, *viz* General Carlos Telles removed.

—An ex-official (*fict*) of the Central railway was placed under arrest on the 17th for being involved in the recently discovered defalcations on that line.

—It is asserted that, at the instance of the government of Morocco, the Brazilian government has decided to suspend temporarily the naturalization of Moors.

—Among the arrivals here yesterday by the Royal Mail s.s. *Clyde*, we have much pleasure in noting that of the British minister at this capital, C. E. H. Phipps, Esq.

—We sincerely regret to hear that one of the Hospital nurses, Miss Hopkins, is down with yellow fever, and that the staff is now reduced to the matron and one nurse.

—On the 14th a family of six persons were taken violently ill after eating some tongue and sweets at the Confeitaria Colombo. The police have been investigating the occurrence.

—The new aldermen of this city took office on Saturday. The council adopted a temporary organization and elected three committees for examining the aldermen's credentials.

—The *Journal do Brazil* thinks that the pay of the members of congress should not come out of the national treasury. Every state, it says, may, if it sees fit, pay its representatives in the federal congress.

—We greatly regret to hear that Mr. W. Grimsditch is gravely ill at Nova Friburgo. Mr. Grimsditch is well known in commercial circles as one of our best accountants, and is at present in the employ of Messrs. P. S. Nicolson & Co.

—Maj. Figueiredo Rocha, one of the new aldermen, being an officer of the army, has solicited from the war department the requisite permission to serve. It is asserted that the minister of war is not willing to grant the permission.

—The *Gazeta de Notícias* says that Gen. Telles will leave this week for Rio Grande do Sul for the purpose of bringing his family to Rio de Janeiro. Has the government, then, become convinced that no harm will result from his going to that state?

—Mistakes are very easily made in reproducing foreign proper names, but when one becomes so familiarly known as that of Hotchkiss, the inventor of the well-known rapid-firing guns, a newspaper ought not to print it "Hot-Chkiss," as was done a few days since.

—It is stated that Barão do Rio Branco will leave for Switzerland early in March on the special mission for the settlement of the Amapá boundary dispute. His secretary, Dr. Donício da Gama, was expected to leave Paris for Switzerland about the end of January.

—We had a visit on Saturday morning last from the Rev. Solomon L. Ginsburg, the well-known Baptist minister of Campos. The gentleman came to say good-bye. He left the same day by the *Colebridge* for New York where he is going on business connected with his mission. He hopes to be back in Brazil about the 1st June. *Bon voyage*.

—It is said that the minister of justice and interior is collecting material for the preparation of a new mining law. Such a law is most urgently needed and we trust that his labor will be crowned with success. If we may be allowed a suggestion, we would advise the minister that many points on this subject can be obtained from the chief of the S. Paulo geographical commission, who has devoted special attention to it.

—In virtue of an order issued by the war department Gen. Telles on Friday was relieved of arrest. The minister of war says that, in view of the general's military services, it is considered that he has already been sufficiently punished for disobedience to orders. Is this solution in conformity with military law? Can a general be punished for disobedience to orders before he has been convicted and sentenced by a military court?

—The *Notícia* and the Rio correspondent of the *Estado de S. Paulo* say that there is no foundation for the report of a plot against the government. We also think that the report is unfounded. There is certainly much discontent on account of the peculiar policy adopted by the government in the management of naval affairs and on account of the prevalence of suffering caused by commercial and financial depression; but we have no reason to suppose that this discontent has led to a plot against the government.

—"In political circles," says the *Gazeta da Tarde*, "it is insistently reported that there is a plot against the present government of the republic. This plot, which seems to have elements of strength, embraces, we hear, a large number of officers of the army and navy. It is further said that the President has ordered an investigation for the purpose of ascertaining whether there is any truth in this report, which, from its gravity, should be handled with discretion, especially by the press."

"The government," says the *Commercio de S. Paulo*, "is writhing in the paroxysms of apoplexy. Hence, it invents a plot as it might invent an insurrection or a foreign war."

—The Brotherhood of the Divine Holy Spirit has deposited 20 apolices of 1,000 each in the national treasury to guarantee the application of the product of lotteries conceded for the erection of their new parish church. This notice inspires a few reflections. In the first place, a lottery being immoral and prejudicial to the people, the Divine Holy Spirit ought not to make use of it; in the second place, a church which symbolizes purity and uprightness ought not to be built with funds obtained in so immoral a manner; and in the third place, we ought not to discredit the Divine Holy Spirit by demanding a guarantee to insure a fulfillment of its agreement.

—On the 17th a police agent ran across a well-known thief who seemed to be engaged in some sort of negotiation with the proprietress of a small shop. He kept watch of the pair, followed them to a lodging-house in the Praiala, and then later on arrested the woman, from whom he learned that the thief had been trying to sell her some valuable silk dresses, jewellery, etc. The thief was then arrested on the following day, and a police force was sent to the Praiala to see what could be found in the lodging-house. This resulted in the capture of four well-known thieves in one of the rooms, and the discovery of a considerable quantity of stolen property. It has since been discovered that the property was stolen about the 10th in Campos.

—On Wednesday last we had the pleasure of breakfasting on the "Clarence S. Bement," the first full-rigged iron American ship that ever visited this port. Several invitations had been sent out—including U. S. Minister C. P. Bryan, Secretary T. C. Dawson, U. S. Consul Eugene Seeger, Gen. Leite de Castro, Sr. herquês (quilha-mór), Hasselmann, Phillips, Drugman, Kemp, Carey, and representatives of the *Journal do Commercio* and *Rio News*. Unfortunately several of those invited were unable to be present, but Captain Fernald and wife made their welcome all the warmer for those who did come. Boston baked beans, Chinese sweets, California peaches, and other dainties only to be found on a ship which is here to-day and a few days hence in Japanese waters, or on the Mediterranean, or in San Francisco, had given a novelty to the entertainment which Paschoal could not possibly have provided. Toasts were proposed by the American minister and by Mr. Phillips, and the captain himself asked his guests to drink to the health of the "good Queen"—a toast that is now much more common on American vessels than is generally known. Of the good ship "Clarence S. Bement," she is an exceptionally staunch vessel of 2,000 tons register, 345 feet long, 43 feet beam, carries a crew of 35 men, was built on the Delaware in 1884, and came to New York on Sunday. Captain Fernald and his wife have our best wishes for a pleasant and prosperous voyage.

—The *Journal do Commercio* will, we hope, profit by the dignified lecture that it received last Thursday from the *Imprensa*. It will do well to abandon the insolent tone which in the last few years has characterized its articles when it is discussing with the rest of the press, by adopting such a tone it has made enemies and done more harm than good to the causes that it has sought to defend.

—It is with the deepest regret and most profound personal sorrow that we have to announce the death of the Rev. C. D. MacCarthy, the estimable pastor of the Baptist mission here in Rio, and co-worker with the Rev. Dr. Bagby. Only a week ago he was in our office, hale, hearty and enthusiastic on the subject of a St. Patrick's Day banquet, and this morning a telegram from the Rev. Dr. Bagby informed us of his death of yellow fever in Palmeiras. We can find no words in which to express our grief or our sympathy with his young wife and infant child. Our silence on that point will be more eloquent than words. Mr. MacCarthy was a splendid specimen of a man physically, intellectually and socially, and of the best type of the Irish race. He was only 29 years of age. He was the first student to pass out of the Baptist college in Dublin, and wherever his mission sent him he earned golden opinions as the many engrossed addresses in his possession testify. In Spain he spoke to his congregations in the purest Castellano. In Brazil where he has only been a year or so he spoke with the fluency of his race in excellent Portuguese, and his congregation in the Rua Sant'Anna will sadly miss their genial pastor and guide. To know him was to love him, and his many friends in Rio will mourn his death as we do.

## BIRTH.

In Petropolis on February 17th, 1899, the wife of Dr. Charles Keyes, of a daughter, named Jennie Keyes.

## MARRIAGES.

MUTZENBECHER—COX.—On the 17th February JOHANN ARNOLD MUTZENBECHER, eldest son of the late J. A. Mutzenbecher, to AMANDA CARMEN, eldest daughter of George E. Cox, of this city.

SAVORY—SWIFT.—On the 17th inst. at the British Church, Bahia, by the Rev. R. W. Gosse, M. A., CHARLES FRANCIS SAVORY, second son of Charles Tozer Savory, Esq., M. D., of London, to CAROLINE MARY SWIFT, youngest daughter of Robert Gerrard Swift, Esq., of Bahia.

## DEATHS.

CORIN.—At Pará, on the 17th January, of febre pernicioso, HARRY PAUL, only son of Harry and Hilda Corin, aged 3 months.

CORIN.—At Pará, on the 27th January, of febre typhica, HILDA, the dearly loved wife of Harry Corin, aged 22 years.

MACCARTHY.—On the 21st inst. at Palmeiras, the Rev. Charles D. MacCarthy, pastor of the Baptist mission in Rio, aged 29. The deceased was a native of Limerick, Ireland.

## PUBLICATIONS RECEIVED.

*Argentine Geography and the Ancient Pampean Sea*; by Col. George Earl Church. Reprinted from *The Geographical Journal* for October, 1898. This interesting contribution to current geographical knowledge was read before the geographical section of the British Association, at Bristol, September, 1898. It deals not only with the ancient sea-covered depression running north from Argentina to the present upper basin of the Amazon, but it deals with many interesting points of modern geography connected with the same region. Col. Church possesses special knowledge of the region under discussion, and no one could tell us more of its physical features than he can. The monograph is provided with sketch and section maps, and, it is needless to say, is full of important information and observations in regard to the La Plata basin.

*Annual Report of the Strangers' Hospital for 1897-98*. We are in receipt (15th Feb'y) of a copy of this report, which was presented to the annual meeting held 21st October last. For the year in question 102 cases were treated, of whom 83 were cured and 19 died. The yellow fever cases numbered 32, of whom 14 died, an increased percentage on preceding years. Aside from the wholly mistaken and prejudiced comment of the president of the board of directors in regard to the nursing staff, whose complaints he refused to investigate, this report contains an insert leaflet with a resumé of the minutes of the last general meeting, and letters from the doctor and matron (dated 13th and 31st October) in answer to complaints of negligence in disinfection. The absurdity of this recourse is self-evident. The complaints were made in March and April and the directors refused to investigate. If the directors were convinced at that time, when witnesses were here, that there was no cause for investigation, then surely there was no need of defence in October when the Hospital was empty and the system of disinfection had been changed. The doctor's reference to an October visit of the health authorities is tacit proof of an uneasy conscience. As for the matron's denials, witnesses could have been furnished at the time to show that proper disinfection had not been carried out, and a private complaint was soon afterwards made to the secretary in regard to neglect in such matters. We are glad to see that the published minutes confess the exclusion of a representative of the English public will know how to appreciate.



## BUSINESS NOTES

—The official value of the exports from Ceará in 1898 was 11,695,000.

—Last year there were shipped from Oporto 108,594 pipes of wine, of which 54,760 came to Brazil.

—Sr. Alfredo Pereira Lima has been appointed Brazilian vice-consul at Rosario de Santa Fé.

—The Rio Flour Mills and Granaries Ltd. opened an agency in Rosario de Santa Fé last month, the agents being Messrs. Weigall & Ehrlich.

—A *Pais* telegram of the 16th from New York says that the recent storms have destroyed a half of the wheat crop. We have archived the story.

—The minister of industry has authorized the emission for a limited period next year of postage stamps commemorating the 400th anniversary of the discovery of Brazil.

—A Buenos Aires telegram of the 17th says that the export of cattle to Brazil last year aggregated 21,761 head, and that the majority of them weighed less than 400 kilos each.

—It is reported that the minister of finance has prohibited the importation of grape vines of the Rochester Live Plant Co. The said company should now seek to recover damages.

—The *Illustrated London News* and *The Sketch* have been consolidated and the capital of the new company, to be called the *Illustrated London News, Limited*, will be £750,000.

—To the Companhia Melhoramentos da Lagoa e Botafogo the government has granted an extension of five years to the time fixed for completing the works for which that company had contracted.

—Toward the close of the past month the San Paulo Railway Co. issued £500,000 in debentures in the London market at the price of 103. The money is required for the work in progress on the duplication of their line.

—The secretary of agriculture of the state of São Paulo has ordered the imposition of a fine of 5,000 on Sr. José Antunes dos Santos & Co. for failure in October to December to introduce 1,500 immigrants monthly into that state.

—We regret to note that the postoffice service is not improving. The great part of our newspaper mail last week, which was received on Tuesday and Wednesday, was not placed in our box until Friday. This is simply inexcusable.

—The Companhia Industrial do Rio de Janeiro, which made itself very unpopular by trying to force the people to submit to a burdensome monopoly, has informed the prefect of the federal district that it is unable to execute its contract for the removal of garbage.

—From the warehouses of the Companhia Docas de Santos there were transferred last year to 56,426 cars of the S. Paulo Railway Co. 3,591,877 packages of merchandise weighing 394,955 tons, in addition to 174,570 tons of coal, 18,588 tons of salt and 995 tons of iron.

—Complaints are now being made of the interstate taxes, which are at times vexatious and highly prejudicial. In one instance a São Paulo planter sent a small box of fruit as a present to a friend in the state of Rio de Janeiro, and the result was a duty levied of \$500, or more than the fruit was worth. This of course will kill all domestic trade.

—The Brazilian organ in Paris, *Brasil*, says that there has been established in the city of Rome a section devoted exclusively to the commercial movement between Italy and the republics of Brazil and Argentina. The commercial transactions between these countries ought to be important because of the large number of Italians in these two countries.

—The Cooperativa Militar do Brazil reports for last year profits to the amount of 36,706-435. Out of these profits it paid all expenses, divided among its shareholders \$2,800 (at the rate of 12 1/2 per annum) and among its customers \$3,000-821. Its customers' indebtedness amounted at the end of last year to \$14,555-623. The capital of the company is 440,000 and its reserve fund 207,458-894.

—According to the *Gazeta* of Petropolis, a company has been organized there under the title of *Incrementadora das Indústrias, Comércio e Agricultura do Estado do Rio de Janeiro*, for the exploration of agricultural, commercial and manufacturing industries. It will have a capital of only 500,000, will be located in Sapitiba, and will devote one half of its profits to the creation of hospitals and graded schools for the poorer classes.

—Our local readers will be interested to learn that Mr. Georges Schneider, who has been so long connected with the restaurants and hotels of this city, has taken the Hotel Theresopolis, near the Alto do Theresopolis, and is making it one of the best summer resort hotels in the vicinity of Rio. A better climate can not be found in Brazil, nor more attractive scenery; and as for the hotel itself, everyone knows that George can make the place suit even the most fastidious.

—The *Opiniao* says that the greater part of the merchants in the boot and shoe trade do business with a very small capital and that to force them to stamp their stock of merchandise would be to most of them equivalent to nothing less than ruin. We presume that under the influence of the present commercial and financial depression it requires all the resources at the command of these merchants to meet their present ever-increasing obligations.

The additional obligation of finding a considerable amount of cash for the purchase of the supply of stamps required for their whole stock of boots and shoes would probably be the last straw that breaks the camel's back.

—The minister of finance, says the *Jornal do Commercio*, has authorized the national printing office to continue until further orders to print *The Brazilian Review*. A correspondent asks us why we don't chant the government's praises and get a little of the same paper.

—A telegram of the 11th inst. says that there are 1,000,000 kilos of Bolivian rubber in lighters at Pará. This rubber cannot be transhipped because the minister of finance has failed to instruct the Pará custom-house to take the necessary action in the matter. Commercial interests are suffering in consequence of the delay.

—A decision has just been rendered by the minister of finance, the particulars of which we should like to know. The savings banks in Brazil, as our readers know, are managed by the government, and the government is therefore supposed to be responsible. In Desterro, Santa Catharina, Sr. Ernesto Vahl & Co., and others, are petitioning the government for the return of 138,868 of money deposited in the Caixa Economica (savings bank) there during the naval revolt, and the minister refuses. If we are not mistaken, this money was seized by one of the military forces occupying that city, but we can not see that this relieves the government of its responsibility. We should like to see the question referred to the courts.

—We have to thank the directors of the Banco de S. Paulo for a copy of their report for the year ended Dec. 31, 1898. From this we see that the net profits of the year 1898 amounted to 922,973,600 which with the balance of 90,955,419 brought forward from 1897 made a disposable balance of 1,013,929,019. The first mentioned amount includes 31,266,200 profit on the sale of the state of S. Paulo apolices which had been given as guarantee deposits in London, the bank not desiring to draw bills on that market.

The directors at the general meeting on the 11th inst., recommended that 55 contos should be passed to the reserve fund, 39 contos to a suspense account, 825 contos available for dividend, and 33 contos for dividend taxes. This allows 61,929,019 to be carried forward to 1899. The dividend is over 12 1/2%, and we warmly congratulate the directors and shareholders on the successful manner in which both their S. Paulo and Santos houses have been worked.

—There has recently been considerable discussion of the question of the culture of food stuffs. Writing on this subject, a planter who resides near the station of Cachoeira do Funil, says that it costs \$550 to produce a bag of maize and \$480 (including a tax of \$1800) to send it to market. The governor of the state of Minas Geraes, in a long communication addressed to the minister of industry, asserts that the principal obstacles to the development of this culture are heavy taxes, high freight rates and imperfect methods of culture.

It is not worth while, he says, for farmers to improve their methods of culture unless they can be sure of a market, which will not be the case until taxes and freights are reduced. He says that, if the government really wishes to develop this culture, it must secure a permanent reduction in freight to a rate not exceeding 400 reis per bag, including the cost of loading and discharging.

He believes that the temporary loss sustained by railways through this reduction would be amply compensated by the future increase of their traffic.

—Our meat trade with Brazil is evidently developing. It is only a few years ago that our export, in that line, to the neighboring republic, consisted of jerked beef, the only meat consumed by the lower classes, and a few sheep. Later on, the capital commenced to import cattle from the River Plate and that trade would have expanded more if the meat trade were not a monopoly at Rio.

The quality of the cattle that are shipped to Brazil is not of the best that can be had here, in fact it is about the worst obtainable, but, bad as it is, it has found favor with consumers and a fairly large number of lean bullocks and old cows are now shipped to Rio. The northern ports—Bahia, Pará, etc.—are also beginning to nibble at River Plate cattle, and the live stock trade thither is likely to increase.

A new departure is, however, being made and our neighbors are about to taste the advantages of River Plate frozen meat, a new line of steamers under the Brazilian flag having just been started. We understand that a regular fortnightly service is to be established, and, provided the company can store the meat in proper chambers in Rio, there is no reason why a good trade in meat, game, butter, etc., should not be established. It is just possible that civilization in Brazil will begin by the Brazilian stomach. —*Times*, Buenos Aires.

—The *Jornal do Commercio* in its issue of last Thursday reviews the first three months of Campos Salles' administration. As we had foreseen, it asserts that the time is too short for forming a correct opinion of the manner in which the government has been performing what it had promised. But it illogically attributes to the confidence inspired by what has been done in that time the rise of Brazilian foreign bonds from 42 1/2 in last August to their present price, which is 61 1/2.

In the same article the *Jornal* justly censures congress for hastily voting the present budget after having wasted its time up to the latter part of the session. And yet not long ago we were expected to believe that this hastily voted budget had produced a very favorable impression in Europe.

—According to the *Jornal do Commercio* of the 14th the reduction in expenditure by the suppression of the Bahia and Pernambuco arsenals is 371,958,500, and by the suppression of the companies of apprentices artifices e operarios militares at the various war arsenals 734,880,450 more, making a total of 1,106,838,950.

By the reduction of the army to 13,500 men, rank and file—that is, by the discharge of 3,970 men from 1st November to 31st December last, leaving an effective force of 14,824, and calculating the annual cost of each soldier as 1,133,900, another economy of 4,422,183,000 is realized, which the *Jornal* thinks is less than what the economy will actually be, because some of the discharged men are non-commissioned officers. The total economy on these military reductions will therefore be 5,529,019,950. There has been talk of providing places in other departments for the discharged operatives of the three arsenals, which will of course modify the general result to some extent in case it is done.

—By a decree of the 7th inst. the governor of Minas Geraes ordered an extraordinary credit of \$7,186,918 to meet certain debts which had fallen into *exercícios findos*.

—Brazilian creditors of the government will doubtless be obliged, like foreign creditors, to sustain some loss; but, if they are firm in resisting all the government's subterfuges, they will finally succeed, we are convinced, in obtaining equitable terms. We do not believe that the opposition to this proceeds from the foreign creditors.

—The *Jornal do Commercio* in its issue of last Saturday publishes a list of 13 items of expenditure in which the minister of marine has made reductions amounting to the total sum of 299,779,864. This does not include the reduction resulting from the closing of the navy-yards at Bahia and Pernambuco, which the *Jornal* now estimates at 704,572,700.

—Dr. Victorino Monteiro says that the money voted by the state legislature of S. Paulo for aiding the castilistas was never delivered to Julio de Castilhos. It may, he suggests, have been given to the government of Marshal Floriano Peixoto. He admits that at his request Dr. Bernardino de Campos, when governor of S. Paulo, furnished to Castilhos 1,000 stand of arms and a large quantity of ammunition.

—The *Jornal do Commercio* of the 16th inst. says: "To-day the national treasury will deliver to the German Bank the instalment corresponding to the current month of February for the payment of the loan of £2,000,000 contracted in London. What loan is this? The loan of 1897 of £2,000,000 contracted with the Rothschilds provided for repayment in four half-yearly instalments of £500,000 each beginning with July 1, 1898. The second payment was due on the 1st of July. Is this being paid up under different conditions?"

In discussing the probable sale or lease of the Central railway, the *Financial News* of the 21st ult. says that the holders of the fundings will not be the first to derive benefit from the transaction because the Rothschilds have a private agreement with the Brazilian government which expressly says that the 1897 issue of treasury bills shall have a first claim on the proceeds of any new loan or of the lease of the Central railway. The second payment of £500,000 was due on the 1st ult., and the government still owes £1,000,000 on the said loan, one half of which is due July 1, 1899, and the other half January 1, 1900.

—The press continues to discuss the question of the loans of 1868 and 1889. To us the question seems to be perfectly simple. The government has, of course, no right to repudiate its obligations. Until relieved of those obligations by its creditors, it has to continue to meet them as long as it is able. If its revenue is insufficient to enable it to pay all it owes, then the creditors must necessarily accept what they can get and wait for the rest of their money. If they think it their interest to relieve the government of part of its obligations, they can of course do so; but the government should certainly not resort to unworthy means to force some of its creditors to accept terms less advantageous than those obtained by others.

—The state legislature of S. Paulo, our readers will doubtless remember, voted in 1893 a large sum of money for aiding the castilistas in Rio Grande do Sul against the federalists. Some time ago Dr. Martin Francisco is said to have applied (in what capacity is not stated) to the present governor of Rio Grande do Sul for the repayment of the loan made by S. Paulo. The governor is reported to have denied the existence of any such loan and to have asserted that the state of S. Paulo gratuitously transferred 1,000 stand of arms to the castilistas. The *Estado de S. Paulo* in its issue of the 18th inst. publishes an article in which it states that there are official documents throwing light on the subject. It would be well to cause those documents to be published.

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—Some of the custom-houses have been collecting in gold 10% not only of the import duties, but also of other receipts such as those derived from storage, &c. The minister of finance has issued instructions for limiting, strictly to import duties the collection of the percentage in gold.

## COMMERCIAL.

Rio de Janeiro, Feb. 21st 1899.	
Par value of the Brazilian milreis (1000).	gold..... 27 d.
do of the Brazilian milreis (1000).	in U. S. coin at \$4.86 1/2 per \$1..... 54 7/8
do of \$100 (U. S. coin) Brazil gold..... 1827 1/2	
do of \$1 stig. in Brazilian gold..... 8 8/10	
Bank rate of exchange, official, on London	to-day..... 12 1/2 d.
Present value of the Brazilian mil reis (gold).....	387 1/2
Present value of the Brazilian mil reis (paper).....	266 rs. gold
Present value of the Brazilian mil reis (gold) in U. S. coin at \$4.86 per \$1.....	14 3/8 c.
Value of \$100 (\$4.86 per \$1 stig. in Brazilian currency) (per \$1).....	65 3/8
Value of \$1 sterling.....	33 3/8

## EXCHANGE.

Feb. 13.—The official rate of the day was 7 5/16 d. on London in all the banks. Not much business was done during the day and several of the banks closed at noon owing to the carnival holidays. The banks drew 7 5/16 d. with more or less freedom. Private paper was quoted at 7 3/4 d. and found purchasers outside the bank at 7 1/2 d. and 7 1/4 d. There was but little business done during the day. The official value of the paper milreis was 271 reis gold.

Feb. 14.—Holidays.

Feb. 15.—The general rate at opening time was 7 3/16 d. in all the banks, and the only attention during the day was that of the Brazilian bank which put out 7 1/2 d. in the course of the afternoon. The first business of the day was in bank bills at 7 1/2 d. but all the banks did not care to draw at that rate. Private paper was bought without limit at 7 1/4 d. but the demand on the part of the banks becoming greater, 7 1/4 d. was exacted and obtained. Bank bills could not be drawn at 7 1/4 d. there was but little business done during the day. The official value of the paper milreis was from 265 to 271 reis gold.

Feb. 16.—The London & Brazilian Bank put out an official rate of 7 3/16 d. on London and kept that rate all day. The other banks followed and sustained 7 1/2 d. as their official rate. There was a general business in the market all day. The banks drew at 7 1/2 d. as a rule against private paper at 7 1/4 d. and rates ruled for several hours at 7 1/4 d. and with some slight changes were the closing prices as well. Not much business was done, and at closing time bank bills were quoted at 7 1/4 d. and private paper at 7 1/4 d. and 7 3/4 d. The official value of the paper milreis was from 265 to 270 reis gold.

Feb. 17.—The official rate of the day was 7 1/2 d. in all the banks at opening time and was maintained throughout the day. Bank bills in the morning were quoted at 7 1/2 d. and the banks followed at 7 1/2 d. but the holders refused to sell at that price as they could get money down outside the banks at 7 1/4 d. The banks' official rate and private paper was disposed of at 7 1/2 d. There was a calmer business in transactions throughout the day, but no alteration of prices, the banks not having private paper under 7 1/2 d. The closing prices were bank bills at 7 1/2 d. and private paper at 7 1/4 d. and 7 3/4 d. The official value of the paper milreis was 269 reis gold in the day.

The official rates of the day as compared with those of the corresponding day of last year were as follows:—

	1899	1898
London, per milreis.....	7 1/2 d.	6 1/2 d. 1/2 d.
Paris, per franc.....	13 1/2	12 1/2-13 1/4
Hamburg, per mark.....	18 1/2-18 3/4	18 1/2-18 3/4
Italy, per lira.....	15 1/2-15 3/4	15 1/2-15 3/4
New York, per dollar.....	65 1/2-65 3/4	70-70 1/2

Feb. 18.—The rate of exchange on London was 7 3/4 d. in all the banks during the day. The first price of bank bills was at 7 3/4 d. and the banks followed at 7 3/4 d. but the holders refused to sell at that price as they could get money down outside the banks at 7 1/4 d. The banks' official rate and private paper was disposed of at 7 3/4 d. There was a calmer business in transactions throughout the day, but no alteration of prices, the banks not having private paper under 7 3/4 d. The closing prices were bank bills at 7 3/4 d. and private paper at 7 3/4 d. and 7 1/2 d. The official value of the paper milreis was 269 reis gold in the day.

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Italy, per lira.....	15 1/2-15 3/4	15 1/2-15 3/4
New York, per dollar.....	65 1/2-65 3/4	70-70 1/2

Feb. 19.—The rate of exchange on London was 7 3/4 d. in all the banks during the day. The first price of bank bills was at 7 3/4 d. and the banks followed at 7 3/4 d. but the holders refused to sell at that price as they could get money down outside the banks at 7 1/4 d. The banks' official rate and private paper was disposed of at 7 3/4 d. There was a calmer business in transactions throughout the day, but no alteration of prices, the banks not having private paper under 7 3/4 d. The closing prices were bank bills at 7 3/4 d. and private paper at 7 3/4 d. and 7 1/2 d. The official value of the paper milreis was 269 reis gold in the day.

## MARKET REPORT.

Rio de Janeiro, 21st February, 1899.  
Exports.

Coffee.—The declared sales of the previous week were 47,000 bags against 45,000 of the week before and shipments of 23,000 bags. The sales in the foreign markets were 17,000 bags in New York, 6,000 bags in Havre, 4,000 in Hamburg and 3,000 bags in London making in all 30,000 bags against 18,000 bags sold in the week before. On Monday, the 14th inst., the market was quiet with little coffee to sell, and the price between factors and packers was arranged at \$1.800 per arroba on the base of No. 7 type. The market continued firm in their dealings with shippers and the 6,000 bags sold fetched 12,000 and 12,500 on the No. 7 base. The day was however a slack one as a general carnival holiday. The Santos market was calm with little doing for the same reason, and good average per 10 kilos sold at 7800. The New York market was closed on account of a holiday and the other markets reported a fall of no great consequence. Tuesday being the last day of carnival here no business was done in Brazil. Havre and Hamburg, both reported a fall with an improved demand and a better outlook. On Wednesday, the local market opened with greater firmness than it had shown for some days. The business done between factors and packers was arranged first of all at 12,000 and later on at 12,500 for No. 7 per arroba. The packers were very firm and the buyers many offers from shippers which were below their ideas. The 7,000 bags sold during the day were however disposed of at prices that had a long range from 12,000 in the morning to 12,500 in the afternoon the market closing firm at the latter price. The state of affairs in Santos and abroad was unaltered. The firmness of the Rio market continued, the business when the factors did their negotiations with the packers on bases of 12,000 and 12,500 per arroba for No. 7 type. The packers too were very firm and the buyers many offers from shippers which were below their ideas. 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The shipments since our last report have been:

United States	Europe
Feb. 11 New York Br. str. <i>Mashy</i> ..... bags 18,057	Feb. 11 Havre etc. Port. str. <i>Malange</i> ..... 1,341
17 New Orleans Fr. str. <i>Chapman</i> ..... 11,648	16 Trieste etc. Aust. str. <i>Elektra</i> ..... 2,032
	15 Marcellus etc. Fr. str. <i>Procyon</i> ..... 3,055
	17 Smyrna etc. Fr. str. <i>Clid di Toulon</i> ..... 1,100
	18 Hamburg Ger. str. <i>Burns Ait</i> ..... 400

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18 Hamburg Ger. str. <i>Burns Ait</i> ..... 400

Flour:

Feb. 11 River Plate Fr. str. <i>Cordillera</i> ..... 1,408
15 Valparaiso Br. str. <i>Iberia</i> ..... 150
15 River Plate Fr. str. <i>Malahan</i> ..... 75
15 Consolide various steamers..... 6,267

The receipts for the past week were 53,345 bags against 54,625 for the previous week and 61,375 bags for the week before.

Brokers' quotations, according to New York types were the following:

No.	Feb. 18	Feb. 11
6,000	12,500	12,500
7,000	12,500	12,500
8,000	12,500	12,500
9,000	12,500	12,500

The stock in all hands was estimated this morning at 23,742 bags, against 21,745 bags a week ago. The Santos stock is reported at 35,150 bags.

#### Daily receipts and shipments of coffee at Rio de Janeiro

Receipts	Shipments	Stock
From Santos..... 1,350	To Santos..... 1,350	1,350
From Bahia..... 1,350	To Bahia..... 1,350	1,350
From Pernambuco..... 1,350	To Pernambuco..... 1,350	1,350
From Maranhão..... 1,350	To Maranhão..... 1,350	1,350
From Ceará..... 1,350	To Ceará..... 1,350	1,350
From Piauí..... 1,350	To Piauí..... 1,350	1,350
From Rio Grande..... 1,350	To Rio Grande..... 1,350	1,350
From Alagoas..... 1,350	To Alagoas..... 1,350	1,350
From Sergipe..... 1,350	To Sergipe..... 1,350	1,350
From Pernambuco..... 1,350	To Pernambuco..... 1,350	1,350
From Maranhão..... 1,350	To Maranhão..... 1,350	1,350
From Ceará..... 1,350	To Ceará..... 1,350	1,350
From Piauí..... 1,350	To Piauí..... 1,350	1,350
From Rio Grande..... 1,350	To Rio Grande..... 1,350	1,350
From Alagoas..... 1,350	To Alagoas..... 1,350	1,350
From Sergipe..... 1,350	To Sergipe..... 1,350	1,350

Feb. 12

Feb. 13

Feb. 14

Feb. 15

Feb. 16

Feb. 17

Feb. 18

Feb. 19

Feb. 20

Feb. 21

Feb. 22

Feb. 23

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Feb. 37

Feb. 38

Feb. 39

Feb. 40

**Black Pine.**—The receipts for the week were 1,022,281 feet from Pensacola ex *Superb*, and 88,338 feet from the same port ex *Cashier*. The latest quotations are \$5,000 to \$7,500 per dozen with fair demand.

**White Pine.**—There have been no receipts. Only a little business has been done as sellers are firm and are holding out for a better rate than 160 rels per foot.

**Spruce Pine.**—The *William J. Roth* brought 214,261 feet from New York. The sales have been small, and prices nominal.

**Swedish Pine.**—The *Pons Adit* discharged 929 duzen from Hertsand last week, but there have been no sales.

**Kerosene.**—The receipts were 42,500 cases from New York per *William J. Roth*. The market is not firm in price, but sales are brisk. The latest quotations were 10,500 to 10,500 per case.

**Thermite.**—The arrivals were 1,125 cases ex *William J. Roth* from New York. The past week showed a keener demand, and an improvement in prices. The latest quotations are 1,300 to 1,400 per kilo.

**Rosin.**—The *William J. Roth* brought 605 barrels. The sellers are firmer and the demand is increasing. Prices have gone up and dark grades are now quoted at 27,000 per barrel and light grades at 28,000 per barrel.

**Cement.**—There were no fresh receipts. The market has acquired a better tone with increased demand. The rice in prices which holders held out for has come off. Belgian cement has good sale from 15,500 to 16,500 per barrel, and English cement is selling from 15,500 to 20,000 per barrel.

**Indian Gum.**—The *s.s. Vilna* brought 100 bags from the River Plate. The large stock on hand keeps prices on a level, although the sales are above the average in quantity. The wholesale prices are from 10,500 to 10,500 per bag and the retail prices from 10,500 to 10,500 per bag.

**Brass.**—There have been no receipts from abroad. The price of the produce of the local mills remains as before, namely \$800 per 40 kilos.

**Hay.**—The new arrivals were 1,084 bales from the River Plate ex *Vilna*. The stock on hand is a heavy one and prices are still on the decline. The latest sales on Saturday last were from 180 to 185 reis per kilo.

**Coal.**—The following vessels arrived with coal: From Cardiff, ex *Fulwell*..... 2,866 tons; " ex *Montank*..... 5,352 " ; Manchester, ex *Virginia*..... 2,750 " ; Cardiff, ex *Green Jacket*..... 4,069 " ; " ex *Crown Prince*..... 1,564 "

**Rum.**—The week's supply was of average quantity, and the following prices now rule:—

Pernambuco and Macao..... 210,000—280,000

Bahia and Aracajá..... 260,000—270,000

Campos..... 260,000—270,000

Angra and Paraty..... 270,000—280,000

Parahyba..... 270,000—280,000

Alcohol of 36 to 38 deg..... 440,000—460,000

ditto 40 deg..... 480,000—500,000

## SHIPPING NEWS.

### ARRIVALS OF FOREIGN VESSELS.

FEBRUARY 13.

ARCHAT—Br. lug. *Damen*; 154 Le Secler; codfish to L. A. Magalhães & Co.

FEB. 15.

NEW YORK—Amer. m. *William J. Roth*; 1,664 tons; Lancaster; sundries to E. I. Brazileira.

MARSELLER—Russ. bk. *Amelia*; 496 tons; Jarvelius; tiles to A. Avenir & Co.

FEB. 16.

PENACOLA—Russ. sp. *Cashier*; 1,367 tons; Fagerstrom; lumber to order.

FEB. 17.

CARIBBY—Nor. bk. *Crown Prince*; 672 tons; Ellefsen; coal to Brazilian Coal Co.

FEB. 18.

DEPARTURES OF FOREIGN VESSELS.

FEBRUARY 14.

SAYANNAH—Nor. bk. *Stanley*; 651 tons; Jachmussen; stone ballast.

SHIP ISLAND—Nor. bk. *Australia*; 1,207 tons; Hansen; stone ballast.

FEB. 17.

BRUNSWICK—Nor. bk. *Schmitten*; 517 tons; Enkev; stone ballast.

FEB. 18.

CHANNEL—Br. lug. *Morning Star*; 186 tons; Pritchard; salt hiles.

FEB. 19.

WILMINGTON—Swed. bk. *Norden*; 447 tons; Hensberg; ballast.

BALTIMORE—Amer. bk. *D. Pedro II*; 473 tons; Holme; coffee.

NEW YORK—Amer. sp. *Clarence S. Bennett*; 1,731 tons; Fernald; stone ballast.

### Vessels Afloat & Chartered for Rio

Vessel	Company	Arrival
<i>Arizona</i>	Grimsby	18 Jan.
<i>Australia</i>	Shippagan	7 Nov.
<i>Alliance</i>	Baltiunore	
<i>Amie</i>	Leith	21 Dec.
<i>Annie M. Shaw</i>	Leith	
<i>Adelaide</i>	Mobile	
<i>Brown Wood</i>	Porto	
<i>Reba Fawcett</i>	Hamburg	
<i>Constance</i>	Porto	
<i>Carla</i>	Glasgow	19 Dec.
<i>Carl</i>	Hamburg	
<i>Charles Dickens</i>	Pensacola	
<i>Elsa</i>	Cardiff	24 Jan.
<i>Ellida</i>	Pensacola	
<i>Emma</i>	Marcellus	19 Nov.
<i>Good News</i>	Baltimore	
<i>Heddon</i> (str.)	Swansea	24 Jan.
<i>John Collins</i>	Baltiunore	16 Jan.
<i>Josephine</i>	Baltiunore	
<i>Josephine</i>	Cardiff	28 Nov.
<i>Marjona</i>	Porto	
<i>Marabout</i>	Pensacola	

Vessel	Company	Arrival
<i>Magellan</i>	Pensacola	
<i>Orizaba</i> (str.)	Cardiff	
<i>Orizaba</i>	Hamburg	
<i>Roland</i>	Cardiff	13 Dec.
<i>Ruby</i>	Pensacola	
<i>Robert S. Bevard</i>	Pensacola	
<i>S. N. Hansen</i>	Westerwick	3 Jan.
<i>Sacramento</i>	Pensacola	
<i>Virginia</i>	Pensacola	
<i>Varrina</i>	Porto	
<i>Vordand</i>	Pensacola	8 Dec.
<i>Vinsberg</i>	Leith	

### Arrivals of foreign steamers.

DATE	NAME	FROM	CONSIGNEE TO	
Feb.				
	13	Corilliere	Bordeaux 16 ds	M. Maritimes
	13	Maluz	Bremen 15 ds	H. Stoltz & Co.
	13	Ciatra	Hamburg 22 ds	R. Johnston & Co.
	13	Virginia	Manchester 20	Central Ry.
	13	Roman P.	New York 25 ds	Q. Davidson & C.
	14	Bellena	Valparaiso 14 ds	Wilson Sons & Co.
	14	Liuria	Buenos Aires 24 ds	M. Maritimes
	14	Vilna	B. Ayres 6 ds	Canuyran & C.
	15	Iberia	Liverpool 20 ds	M. Maritimes
	15	Malajana	Bordeaux 26 ds	M. Maritimes
	15	G. Jacket	Cardiff 28 ds	Lage Bros
	15	La Plata	La Plata 4 ds	M. Maritimes
	15	C. Milano	Santos 21 ds	Roubaud & Co.
	16	Provence	R. Plate 6 ds	Karl Valais & Co.
	16	Aussonas	Hamburg 22 ds	H. Johnston & Co.
	17	Aquitaine	Marcellus 21 ds	Karl Valais & Co.
	17	C. Torino	Rosario 11 ds	La Veloe
	17	Kilburn	B. Ayres 7 ds	Phillips & Co.
	18	Wartburg	Santos 20 h.	R. Johnston & Co.
	18	V. S. Nicolas	Havre 28 ds	Chargeurs Reunis
	18	Indana	Cardiff 21 ds	Brazilian Coal Co.
	18	Wartburg	Santos 21 ds	H. Stoltz & Co.
	19	Darwin	Newport 25 ds	Order

### Departures of foreign steamers.

DATE	NAME	FOR	CARGO
Feb.	13 Malange	Antwerp*	Sundries.
	13 Cordillere	River Plate	do
	14 Liguria	Liverpool*	do
	14 La Plata	Bordeaux.*	do
	15 Iberia	Valparaiso*	do
	15 Matapau	River Plate	do
	15 Koman Prince	Santos	do
	15 Ellice	Buenos Aires	Ballast
	15 Cartham	Trieste*	Sundries.
	16 Hicktra	Santos	do
	16 Helena	do	do
	17 Trovince	Marcellus*	do
	17 Città di Torino	Genua*	do
	17 Campanai	New Orleans	do
	17 Città di Milano	Buenos ayres	do
	17 Vilna	do	Ballast
	17 Saint Helen	New York*	Sundries
	18 Coleridge	do	do
	18 Buenos Ayres	Hamburg*	do
	18 Wartburg	Bremen*	do
	18 Aquitaine	River Plate	do
	18 Kilburn	Buenos Ayres	Ballast
	19 Forest Holme	do	Rice
	19 Phoenix	Santos	do

\* Calling at intermediate ports.

### Foreign sailing vessels in the port of Rio de Janeiro, February 19th 1899.

NAME	TONS	ARRIVED	FROM	CONSIGNEE
<i>Ing Americana</i>	829	Feb. 8	Rosario	J. Souza & C.
<i>sp W. J. Rotch</i>	1664	15	New York	E. I. Brnz.
<i>Ing Americana</i>	829	Feb. 8	Rosario	J. Souza & C.
<i>sp W. J. Rotch</i>	1664	15	New York	E. I. Brnz.
<i>Ing Americana</i>	829	Feb. 8	Rosario	J. Souza & C.
<i>sp W. J. Rotch</i>	1664	15	New York	E. I. Brnz.
<i>Ing Americana</i>	829	Feb. 8	Rosario	J. Souza & C.
<i>sp W. J. Rotch</i>	1664	15	New York	E. I. Brnz.
<i>Ing Americana</i>	829	Feb. 8	Rosario	J. Souza & C.
<i>sp W. J. Rotch</i>	1664	15	New York	E. I. Brnz.

### SATURDAY'S QUOTATIONS—S. PAULO.

bk Du Guesclin.....	1235	Jan. 30	Rangoon.....	H. Stoltz & C.
<i>German</i>				
bk Kosovos.....	1286	21	Boulogne.....	E. Cresta & C.
<i>Norwegian</i>				
bk Jomfruland.....	676	Dec. 1	Pensacola.....	To order
sp Maraval.....	1252		Pensacola.....	E. I. Braz.
ing Bieu.....	1260	Feb. 8	S. C. de Sul P.S. Nic. & C.	
sp superb.....	1352		Pensacola.....	E. I. Braz.
bk Pons A Flu.....	1354	12	Herosanda.....	To order
bk Crown Prince.....	672	17	Cardiff.....	Braz Coal Co
<i>Portuguese</i>				
bk Glanna.....	1095	Jan. 7	Lisbon.....	To order.
bk N. Sympathia.....	669	28	Sunderland B.Rodr. & C.	
<i>Russian</i>				
bk Amelle.....	496	Feb. 15	Marselles.....	A. Aven. & C.
sp Cashier.....	1367	16	Pensacola.....	To order
<i>Swedish</i>				
ing Svithiod.....	346	Jan. 24	do	C. W. Gross

## Stocks and Bonds and Joint Stock Companies -- February 20th

Emission	Circulation	Public Funds	Nominal Value	Last Quotation buyers sellers
199,438,800\$ 104,937,000	252,117,500\$ 104,535,000	Stock 5 1/2% currency (apólices)	1,000\$ 800\$ 200\$	825,000— 854,000
119,600	124,655,000	Bonds of 1895	1,000	855 000— 930 000
30,000,000	119,600	do 1897, 6 1/2%	1,000\$ 800\$ 200\$	1,000 000—
51,885,000	11,584,500	Stock 4 1/2% (gold), converted 1890	1,000\$ 800\$ 200\$	1,320 000— 1,450 000
109,564,000	24,679,000	Bonds, 4 1/2%	1,000\$ 800\$ 200\$	1,360 000—
17,500,000	18,350,000	Gold Loan, 1888, 6 1/2%	1,000\$ 800\$ 200\$	850 000— 720 000
11,709,000	17,500,000	do do 1879, 4 1/2%	1,000\$ 800\$ 200\$	850 000—
6,000,000	11,709,000	State of Espirito Santo	1,000\$ 800\$ 200\$	850 000—
65,000,000	6,000,000	do do 1895, 5 1/2%	1,000\$ 800\$ 200\$	850 000—
600,000	65,000,000	do do 1897, 6 1/2%	1,000\$ 800\$ 200\$	850 000—
10,000,000	600,000	do do 1899, 4 1/2%	1,000\$ 800\$ 200\$	850 000—
25,000,000	10,000,000	do do 1899, 4 1/2%	1,000\$ 800\$ 200\$	850 000—
530,000	25,000,000	do do 1899, 4 1/2%	1,000\$ 800\$ 200\$	850 000—
400,000	530,000	do do 1899, 4 1/2%	1,000\$ 800\$ 200\$	850 000—

Capital	Shares	Emitted	Par	Banks	Paid	Reserve Fund	Last Dividend	Last quotation
20,000,000\$	100,000	94,090	200\$	Commercial do Rio de Janeiro	200\$	4,000,000\$	8,000, Jan. 1899	218,000— 222,000
10,000,000	50,000	60,000	200	Commercio	200	3,350,000	8,000, ditto 1899	218 000— 223 000
24,000,000	400,000	391,863	60	Construtor do Brazil	60	1,645,000	48,000, Aug. 1892	80 000— 11 000
18,000,000	50,000	77,766 1/2	200	Credito Mobil	200	1,740,000	12 1/2, ditto 1892	14 000—
8,000,000	40,000	40,000	200	Credito Real do Brazil	200	790,000	48,000, Jan. 1899	71 000—
5,000,000	25,000	25,000	200	Depositos e Descontos	200	62,910	25,000, Jan. 1899	25 000—
750,000	15,000	all	50	Funçionario Publicos	100	212,860	48,000, Jan. 1899	50 000—
8,000,000	40,000	all	200	Hypothecario do Brazil	200	965,398	48,000, Jan. 1899	59 500— 99 000
10,807,000	54,035	all	200	Lavoura e Comercio	200	85,000	12 500, Jan. 1899	171 000— 172 000
5,000,000	25,000	all	200	Nacional Brasileiro	200	17,250,020	68,000, Jan. 1899	12 000— 110 000
107,582,000	536,913	all	200	Republica do Brazil	200	374,700	12,000, Jan. 1899	250 000—
20,000,000	100,000	50,000	200	Rio e Matto Grosso	200	7,479,104	ditto 1899	120 000—
20,000,000	100,000	all	200	Rural e Hypothecario	200	2,185,336	11 1/2, July 1895	200 000—
20,000,000	100,000	all	200	2nd series	200	6,000,000	12 500, July 1898	100 000— 115 000
10,000,000	50,000	all	200	Commercial do Bahia	200	221,130	12 1/2, July 1898	145 000— 155 000
7,000,000	35,000	all	200	Com. e Industria de S. Paulo	200	1,056,703	10 1/2, ditto 1898	100 000— 120 000
7,500,000	37,500	14,075	200	Credito Real de S. Paulo	200	600,000	12 1/2, July 1898	12 000—
5,000,000	25,000	10,925	200	2nd series	200	800,000	ditto 1898	100 000— 115 000
5,000,000	25,000	all	200	Lavradores S. Paulo	200	695,000	ditto 1898	145 000— 155 000
10,000,000	50,000	all	200	Mercantil de Santos	200	695,000	6 1/2, Jan. 1895	100 000— 115 000
40,000,000	200,000	112,571	200	S. Paulo	200	629,855	6 1/2, Jan. 1899	145 000— 155 000
—	—	162	200	União de S. Paulo	200	—	do do do	—
—	—	80,000	200	do	200	—	do do do	—
—	—	—	200	do	200	—	do do do	—

Capital	Shares	Emitted	Par	Railways	Paid	Reserve fund	Last Dividend	Last quotation
110,000,000\$	550,000	all	200\$	Leopoldina	200\$	26,697\$	—	65,000—
20,000,000	100,000	153,953	100	Minas de S. Jeronymo	100	—	—	5 750—
12,000,000	60,000	all	200	Machê e Campos	200	—	—	—
20,000,000	100,000	all	200	Muzambinho	200	65,000	—	—
62,000,000	310,000	33,525	200	Oeste de Minas	200	2,901,489	int. Sept. 93	18 000—
—	—	265,475	200	do	200	—	—	7 500—
10,000,000	100,000	all	200	Quilombo	200	—	int. Jan. 91	—
70,000,000	350,000	all	200	União Sorocabana-Taubaté	200	1,385,541	6 1/2, June, 92	51 000—
1,500,000	8,000	5,400	200	União Valenciana	200	45,710	65,000, Feb. 86	11 000—
42,000,000	210,000	all	200	Sapucaia	200	53,378	int. Jan. 92	1 750— 28 50
12,500,000	62,500	all	200	Tocantins e Araguaia	200	—	—	4 250—

Capital	Shares	Emitted	Par	Tramways	Paid	Reserve fund	Last Dividend	Last quotation
2,500,000\$	all	all	100\$	Carrioca	100\$	—	—	— 80,000
6,000,000	all	all	200	Carris Urbanos	200	163,989	14,300, July 91	—
700,000	7,000	all	200	Corcovado (and Hotel)	200	5,447	2 300, Oct. 98	158,000— 159 000
14,000,000	70,000	all	200	Jardim Botânico	200	489,308	— July 98	185 000— 191 000
12,000,000	60,000	59,360	200	S. Christovão	200	—	8 000, July 91	— 130 000
3,000,000	15,000	all	200	Villa Izabel	200	105,899	5 000, Aug. 98	—
800,000	8,000	all	200	Pernambuco	200	30,999	—	—

Capital	Shares	Emitted	Par	Steamships	Paid	Reserve fund	Last Dividend	Last quotation
1,000,000	5,000	all	200\$	Esperança Maritima	200\$	250,000\$	8 oct. Sept. 97	100,000—
20,000,000	14,000	all	200	Lloyd Brasileiro	200	—	—	4 000—
5 000,000	25,000	all	200	Navegação Costeira	200	59,508	10 000, Aug. 98	180 000— 300,000
675,400	3,377	all	200	S. João da Barra e Campos	200	—	—	—
1,000,000	5,000	all	200	Sul Paulista	200	—	—	—

Capital	Shares	Emitted	Par	Cotton Mills, etc.	Paid	Reserve fund	Last Dividend	Last quotation
10,000,000\$	20,000\$	all	200\$	Alliança	200\$	854,013\$	10,000— Aug. 98	173,000— 185,000
2,400,000	12,000	all	200	America Fabril	200	104,854	10 000— July 98	120 000—
500,000	2,500	all	200	Bolafogo (sugar)	200	39,471	10 000— July 98	230 000—
6,000,000	30,000	all	200	Brazil Industrial	200	150,000	10 000— July 98	170 000—
3,600,000	18,000	all	200	Carica	200	25,523	— Aug. 98	180 000—
8,000,000	40,000	all	200	Confiança Industrial	200	229,285	10 000— Jan. 99	150 000—
4,500,000	22,500	all	200	Corcovado	200	5,498	— July 98	110 000—
500,000	2,500	all	200	Idem	200	156,493	30 000— Jan. 98	—
2,000,000	10,000	all	200	Fabril Paulista	200	12 000—	July 98	— 170 000
1,200,000	6,000	all	200	Industrial Mineira	200	77,401	— Aug. 98	210 000—
800,000	4,000	all	200	Magense	200	20,186	10 000— Aug. 98	170 000—
1,500,000	7,500	all	200	Manufactura Fluminense	200	462,802	5 000— Mar. 98	38 000— 60 000
4,000,000	20,000	all	200	Petropolitana	200	16,068	15 000— Sept. 98	140 000—
3,000,000	15,000	all	200	Progresso Industrial	200	32,564	— July 98	— 40 000
1,000,000	5,000	all	200	Risk (Woolen)	200	—	— July 98	—
150,000	750	all	100	S. Felix	100	—	4 000— July 98	—
350,000	1,750	all	200	Santa Luzia	200	—	— July 98	—
1,200,000	12,000	all	200	S. João	200	39,038	— Jan. 99	300 000—
1,000,000	10,000	all	200	S. Pedro de Alcantara	200	—	— Jan. 99	152 000—
3,500,000	17,500	all	200	União Fabril	200	1,145,644	20 1/2— Aug. 97	—

Capital	Shares	Emitted	Par	Insurance	Paid	Reserve fund	Last Dividend	Last Quotation
4,000,000\$	20,000	all	200\$	Alliança	200\$	43,678\$	15,000, July 97	— 60,000
3,000,000	15,000	all	200	Argos Fluminense	200	—	10 000— Jan. 99	320,000—
2,000,000	10,000	9,735	200	Bonação	200	15,584	1 500, Jan. 99	— 10 000
500,000	2,500	all	200	Confiança	200	200,000	3 000, Jan. 99	38 000—
4,000,000	20,000	all	200	Fidelidade	200	358,757	7 000, Jan. 98	30 000—
2,500,000	12,500	all	200	Garantia	200	280,000	8 000, Jan. 99	165 000—
3,000,000	15,000	all	200	Geral	200	400,000	20 1/2, Jan. 99	25 000—
1,000,000	5,000	all	200	Independência	200	14,035	3 000, Jan. 99	15 000—
2,500,000	12,500	all	200	Providente	200	350,000	— Jan. 99	48 000—
3,000,000	15,000	all	200	Prosperidade	200	126,628	15 1/2, Jan. 99	13 000—

Capital	Shares	Emitted	Par	Miscellaneous	Paid	Reserve fund	Last Dividend	Last Quotation
7,000,000\$	35,000	all	200\$	Canterceira e Viçosa Fluminense	200\$	37,790\$	6 1/2, July 91	— 25,000
300,000	1,500	all	200	Carros Tutores Mercus	200	51,238	6 000, Jan. 98	— 180 000
1,200,000	6,000	5,821	200	Carrageiro Fluminense	200	—	Mar. 95	— 200 000
5,000,000	25,000	all	200	Cruzeiro (match factory)	200	—	—	—
60,000,000	300,000	all	200	Docas de Santos	200	2,008,473	8 000, Jan. 92	205 000— 21 000
21,500,000	107,500	all	200	Meiholdimentos no Brazil	200	2,286,745	15 1/2, Sept. 91	— 2 000
6,000,000	30,000	all	200	Obras Publicas no Brazil	200	45,019	10 000, Feb. 95	125 000—
2,000,000	10,000	9,900	200	Garçia de Noticias (newspaper)	200	1,015,181	— Jan. 97	80 000—
1,000,000	5,000	all	200	o Paiz (newspaper)	200	300,000	13 000, Jan. 99	—
5,542,950	27,715	all	50	Loterias Nacionais do Brazil	50	12,716	— Aug. 98	—
3,000,000	15,000	all	100	Mate Laranjeira (Paraguay tea)	100	871,601	— Feb. 92	20 000— 35 000
1,000,000	5,000	all	100	Motinos Fluminense (flour mill)	100	400,000	5 000, July 98	150 000—
9,411,800	47,059	all	100	Saneamento do R. de J. (building society)	100	46,441	— Aug. 98	— 40 000
1,000,000	5,000	all	100	Transporte de Café e Mercadorias	100	29,987	— July 98	— 200 000
1,000,000	5,000	all	200	Typographica do Brazil	200	—	—	—
600,000	3,000	all	200	União (water for ships)	200	—	—	—

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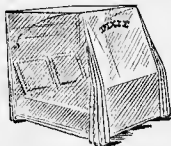
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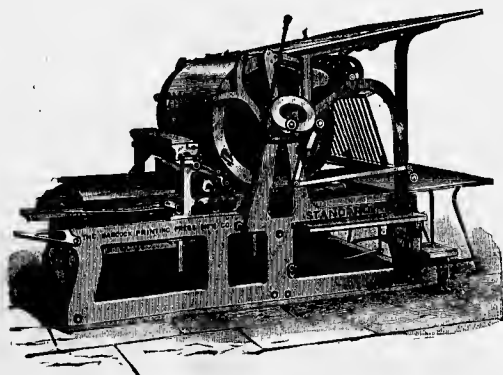
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